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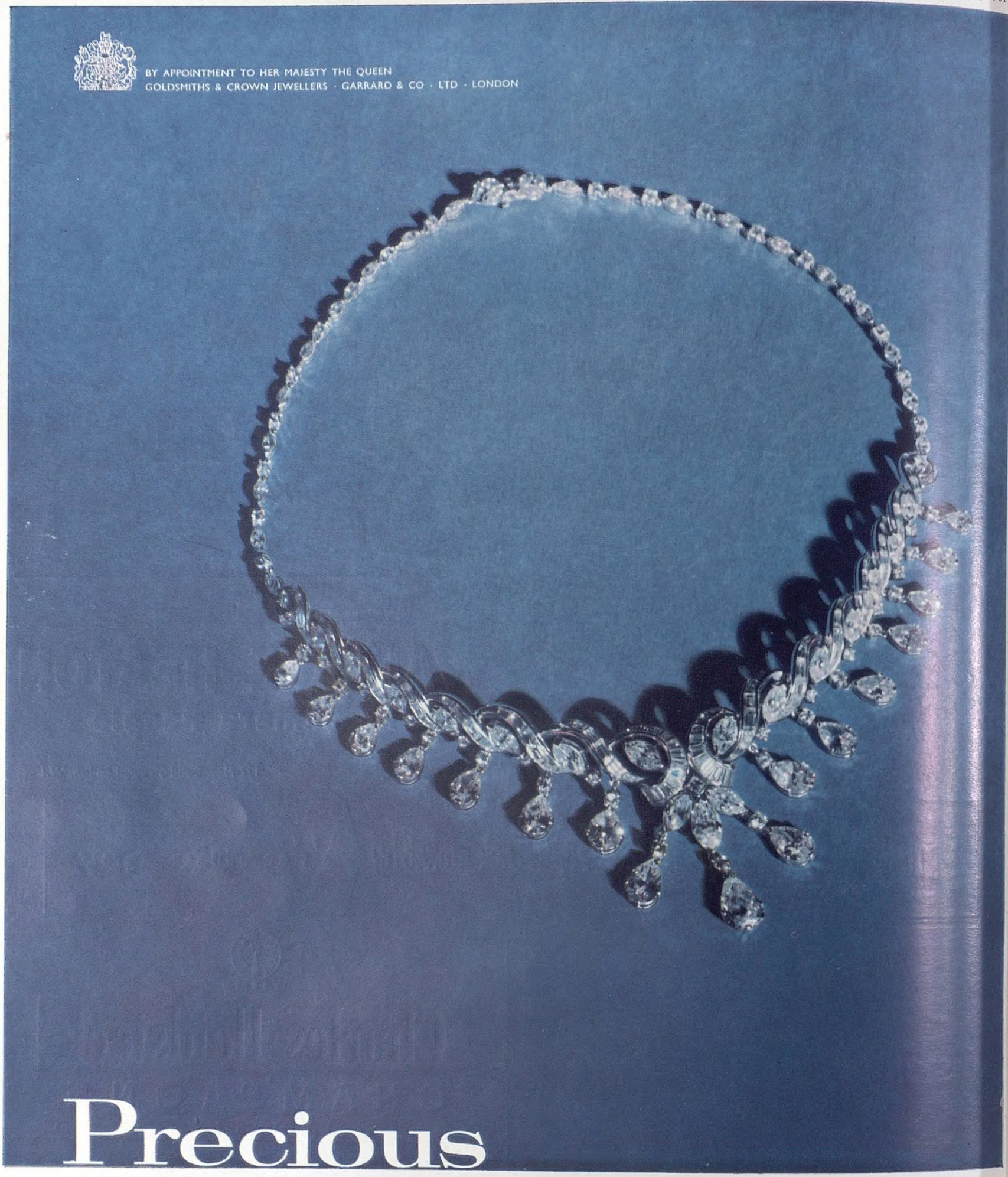

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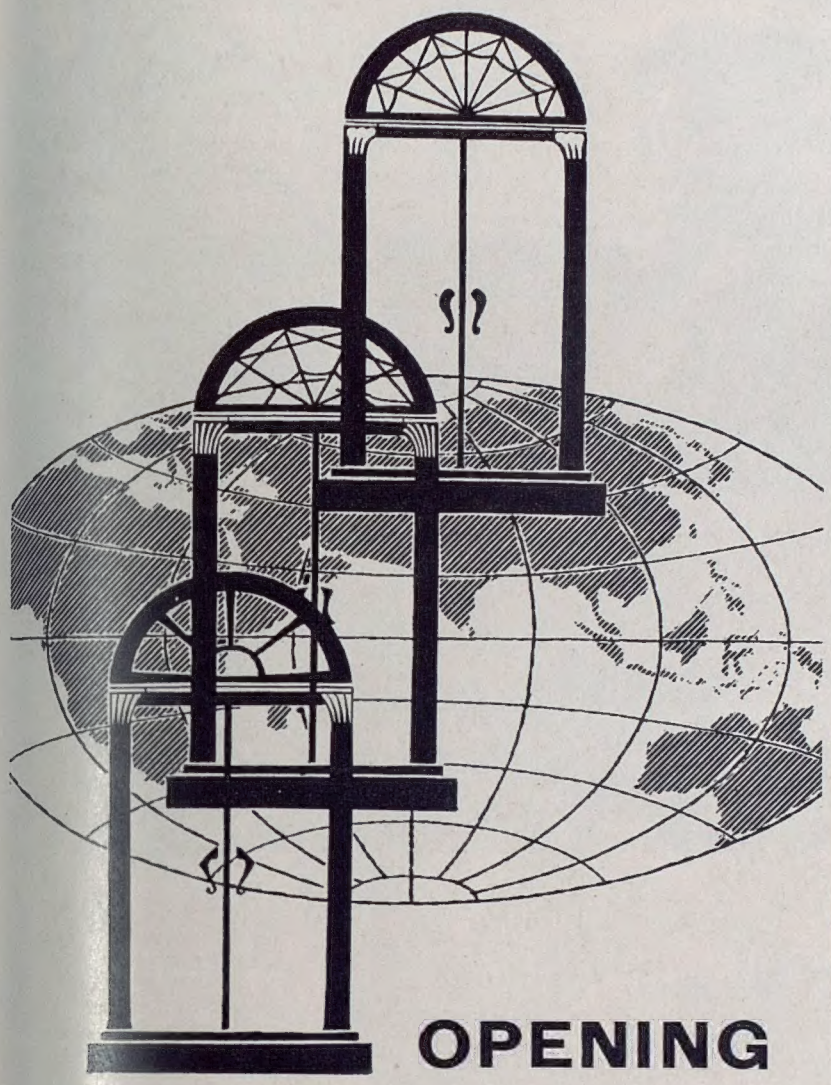

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Volume CCXLIV No. 3171

THE SPHERE

LONDON, March 11, 1961

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With which are incorporated *The Graphic* and *Black & White*

A WOMAN MAKES HISTORY

Mrs. Bandaranaike, of Ceylon, the world's first woman Prime Minister, and her twelve-year-old son Anura are greeted on their arrival at London Airport by Mr. Duncan Sandys, the Commonwealth Relations Secretary. Like other Commonwealth leaders arriving for the Prime Ministers' Conference, she refused to comment on the question of South Africa's continued membership. The future of South Africa and of the Central African Federation were the main topics of speculation in the days immediately preceding the Conference. Sir Roy Welensky, the Federal Prime Minister, was reported to be having talks with Mr. Macmillan and other British Ministers. But in their plenary sessions, due to start on Wednesday last, it was expected that the eleven Prime Ministers would devote considerable time to such important matters as disarmament, the banning of nuclear tests, China and the U.N., Congo and Laos. If Cyprus were admitted to the Conference, Archbishop Makarios and Dr. Kutchuk might be welcomed in person

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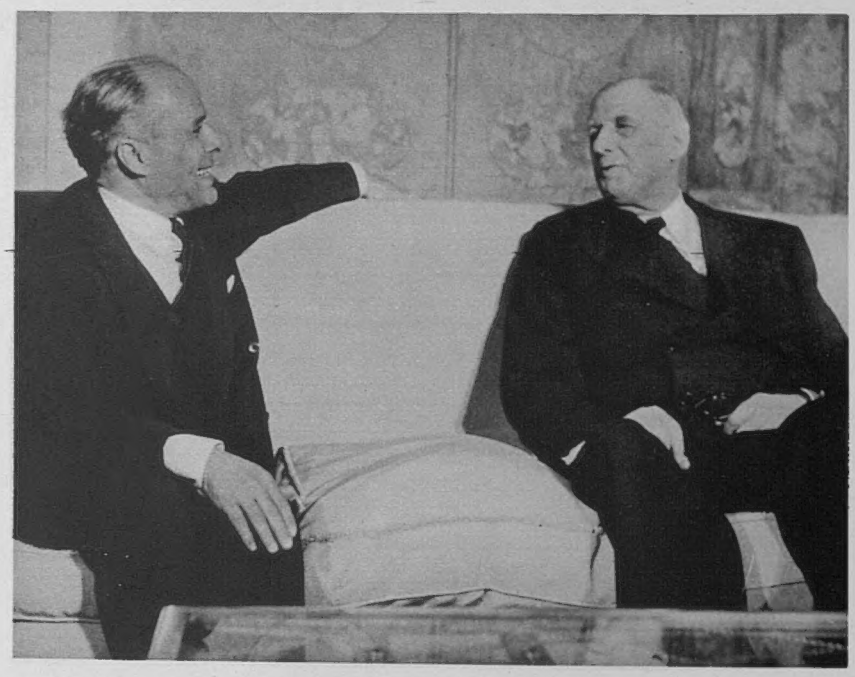
MR. ILEO (LEFT), CONGOLESE PREMIER; PRESIDENTS KALONJI (CENTRE), OF SOUTH KASAI AND TSHOMBE OF KATANGA

The leaders of three of the groups in Congo sign a pact of military alliance in Elisabethville, the capital of Katanga. On his return to Leopoldville, Mr. Ileo said they had reached full agreement after a discussion of only three-quarters of an hour. They had also decided to hold a "summit" conference of Congolese leaders in Madagascar on March 5. A message had been sent to Mr. Gizenga, the Lumumbist leader, urging him to attend. According to Mr. Ileo, the Elisabethville meeting showed that Katanga and South Kasai were no longer secessionist. However, against these signs of unity in Congo had to be placed reports of one of the worst massacres to date. In Luluabourg troops of General Mobutu's army massacred forty-four civilians in revenge for the deaths of three Mobutu soldiers killed during riots in the town



PRESIDENT BOURGUIBA AND PRESIDENT DE GAULLE

The Presidents of Tunis and France sit together at Rambouillet, near Paris. They were meeting to discuss the Algerian situation. Before leaving Paris, President Bourguiba declared he had great hopes for the future of Algeria. "In a few days—I don't mean weeks—there will be something new," he added

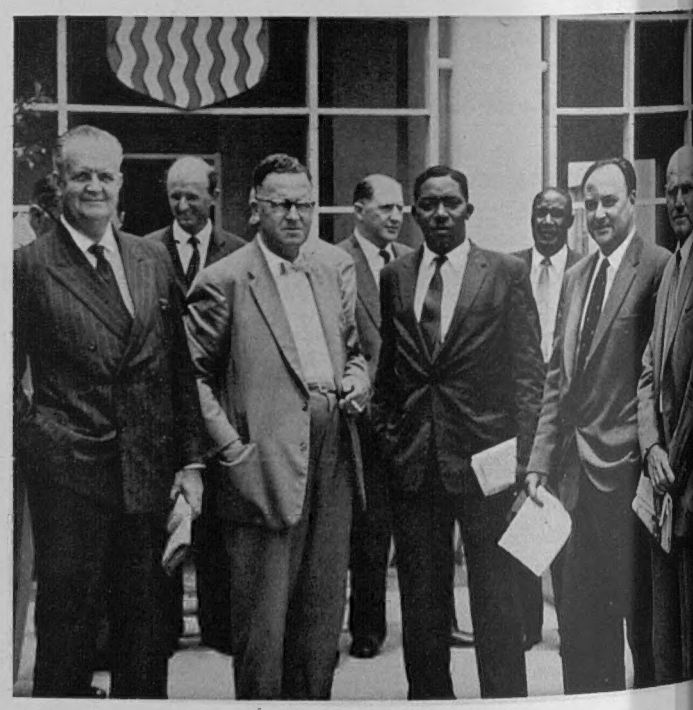
Far right: King Hassan of Morocco (left) gives a warm welcome to Ferhat Abbas, the Algerian Nationalist leader, in the Dar-es-Salaam Palace in Morocco. They were joined there by President Bourguiba, who had flown from Paris to attend the funeral of King Mohammed. It was understood that the King and the President urged Mr. Abbas to follow a course of moderation in negotiations expected with France

ROYAL GREETING IN MOROCCO

The Heads of State of Ghana and Yugoslavia stand under a huge umbrella and wave to a vast crowd in Accra. Thousands of Ghanaians had gathered to welcome President Tito on his arrival for his four-day visit. He and his wife were welcomed by a salute of twenty-one guns when their yacht *Galeb* sailed into Tema harbour. Ghana was the first stop in President Tito's current tour of West and North Africa. His itinerary includes Togo, Guinea, Tunisia, Morocco and the United Arab Republic

PRESIDENT NKRUMAH WITH PRESIDENT TITO

Far right: The five ministers who resigned from the Northern Rhodesian Executive Council stand together in Lusaka. They had offered their resignations in protest against the British Government's constitutional proposals. Mr. Malcolmson was Minister for Local Government; Mr. Dunlop was at the Ministry of Transport and Works; Mr. Musumbulwa had the African Education portfolio; Mr. Roberts was Minister of Labour and Mr. Carlisle, the Minister of Lands

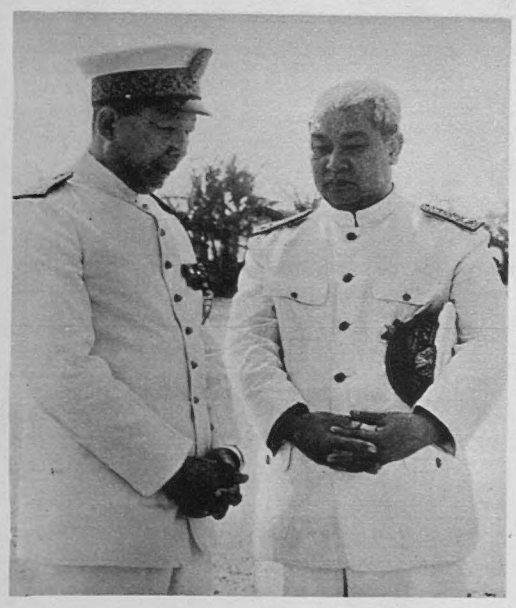


From Left in Front: MR. S. MALCOLMSON; MR. W. G. DUNLOP; MR. G. MUSUMBULWA; MR. H. J. ROBERTS AND MR. A. E. CARLISLE AFTER THEY HAD RESIGNED THEIR OFFICES IN NORTHERN RHODESIA

THE NEWS IN PICTURES

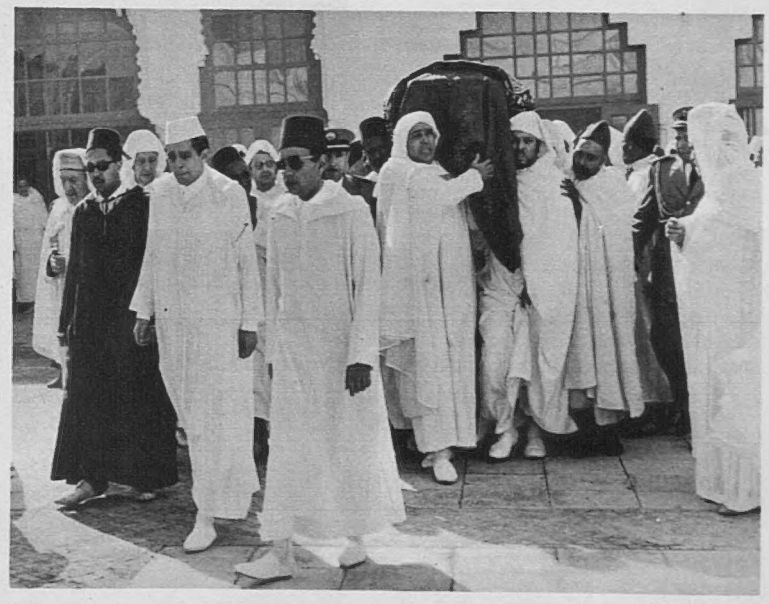
THE FUNERAL PROCESSION IN RABAT OF KING MOHAMMED V OF MOROCCO

Preceded by officers of the Royal Guard, the flag-draped coffin of King Mohammed V leaves the Royal Palace in Rabat at the start of the two-mile funeral procession through the streets of the city. It was estimated that a crowd of about a million people watched the procession as the gun carriage moved slowly towards the Hassan Tower, where Mohammed V was laid in the tomb of his grandfather. Many of the watchers expressed extreme grief, rolling on the ground and tearing at their faces with their nails. When the coffin was being placed on the gun-carriage, President Bourguiba of Tunisia took the place of a member of the Royal Bodyguard to help carry it. Representatives from eleven other nations besides Tunisia sent special delegations. President Kennedy's representative was Mr. Averell Harriman. **Below, far right:** Preceding the coffin are King Hassan II, Mohammed V's son, and Prince Moulah Abdullah (to his right)



LAOTIAN LEADERS AT VIENTIANE

At the airport at Vientiane, King Savang Vatthana (left) talks to Prince Boun Oum, the Right-Wing leader in Laos, before leaving for the royal capital, Luang Prabang. It appeared last week that the King's plan for an international commission on Laos, composed of Cambodia, Burma and Malaya, was not viewed with favour by the Communist bloc. They have proposed reconvening the 1954 Geneva Conference. Last week, Prince Souvanna Phouma, the ex-Premier and neutralist leader, inspected Communist-held areas in north Laos. He reiterated that only a policy of complete neutrality for Laos would satisfy China and North Vietnam



THE NEW KING OF MOROCCO AT HIS FATHER'S FUNERAL

ANGLO-FRENCH CO-OPERATION ON SPACE PROJECTS

Sir Roy Dobson, managing director of the Hawker Siddeley Group, demonstrates a model of a proposed communications satellite at a Press Conference in London. He is watched by M. F. Vinsonneau, of the French Sereb Company (Société pour l'Etude et la Réalisation d'Engins Balistiques). The two groups have carried on an industrial study of the potentialities of space as far as Europe is concerned, and have submitted feasibility studies to the French and British Governments on civil communications satellites; civil navigation satellites; and military anti-orbital missiles

THE QUEEN MOTHER AT THE PRESS CLUB

Far right: The Queen Mother is applauded as she leaves after attending a reception at the Press Club in Salisbury Square, London. She is escorted by Mr. John Marshall, chairman of the Club. The Queen Mother was presented with a rosette, with the club motif of two cross quills on a blue background

THE AMERICAN DEPOT SHIP FOR POLARIS SUBMARINES LIES AT HER BERTH IN HOLY LOCH ON THE CLYDE

THE NEWS IN PICTURES

The *Proteus*, the headquarters ship of the U.S. Polaris submarine squadron, berthed at Holy Loch last week with the goodwill of the local inhabitants. There was a small hostile demonstration by nuclear disarmers. Several young men in canoes and a rowing-boat attempted to obstruct the mooring and were chased by police launches. Two of them managed to swim to within 300 yards of the *Proteus* before being hauled out of the water. Later six were charged at Dunoon police station with a breach of the peace. In another protest, about 800 people marched from Dunoon to the loch. The march was organised by the Scottish Council for Nuclear Disarmament

CAPTAIN R. B. LANING, COMMANDING *PROTEUS*

A DEMONSTRATOR WITH A FROGMAN IN THE WATER

At London Airport, Mr. K. J. Holyoake, the Prime Minister of New Zealand, is welcomed by his sons, Roger (right) and Peter, with his South African fiancée, Miss Joan Clarke. He was one of seven Commonwealth Prime Ministers who arrived in London last week-end for the Commonwealth Prime Ministers' Conference. The others were expected soon afterwards. There were bigger security precautions than usual for the arrival of Dr. Verwoerd last Saturday. Demonstrators were prevented from entering London Airport. It is the South African Premier's first visit to Britain for thirty-four years. At a Press conference he said that he preferred to call his country's policy of apartheid a "good neighbour policy." He went on to say that South Africa would not allow the Commonwealth to interfere in her internal policies. Before coming to London, Mr. Diefenbaker, the Canadian Prime Minister, paid visits to Belfast and to Dublin, where he met Mr. Lemass, Prime Minister of the Republic of Ireland

THE NEW ZEALAND PREMIER IS GREETED BY HIS FAMILY

DR. AND MRS. VERWOERD IN LONDON

NEWS SUMMARY

A new plan for Congo; the guillotine at Westminster; unemployment increase in the U.S.; West German currency revaluation; election in Honduras

INTERNATIONAL

President Nkrumah of Ghana, was expected to address the United Nations in **New York** on Tuesday of this week concerning his plan for Congo becoming an entirely African responsibility. Over the week-end Mr. Hammarskjold had rejected President Kasavubu's demand that U.N. forces should be withdrawn from Leopoldville airport. From Congo itself there were reports of nine Canadian soldiers under the U.N. Command being captured by Congolese troops in fighting at Port Matadi. (See also page 356.)

GREAT BRITAIN

The Government announced last week that it would use the guillotine to meet the Opposition's delaying tactics in Parliament on the new National Health Bills. Recently the Labour members have kept the House of Commons sitting until far into the night on several occasions in discussion on the proposed increased health charges. (The guillotine is a procedure by which a time-table is laid down for the passage of any particular Bill and the closure enforced at each stage of debate on it.)

The debate on defence showed that the Government's plans were by no means approved by all Conservatives. Labour strongly attacked the Minister of Defence but outside the House their own domestic divisions on this subject continued.

Britain and Iceland reached a settlement of their nine-year-old fisheries dispute last week. Under the proposed agreement, subject to ratification, Britain will accept Iceland's claim to a 12-mile limit for territorial waters but for a transitional period of three years British vessels will be permitted to fish within the outer six miles of the twelve. Iceland will agree to submit any future dispute to the International Court.

THE UNITED STATES

In **Washington** last weekend, Mr. Arthur Goldberg, the U.S. Secretary of Labour, said that there were 5,500,000 unemployed in the United States, the highest figure since the great depression of the 1930's. (It was one of President Kennedy's strongest campaigning points that the American economy was likely to get worse before it got better.) The measures which the U.S. President has favoured to deal with the recession are modest, essentially by unemployment relief rather than any sweeping programme of tax reductions.

President Kennedy has appointed Mr. Sargent Shriver, the husband of Mr. Kennedy's sister Eunice, as unpaid director of the newly-formed Peace Corps. This is an organisation which will send young American men and women to help in under-developed countries. Most recruits will be college graduates and the first 500 to 1,000 volunteers will be recruited by the end of this year for the pilot scheme. (A British organisation, Voluntary Service Overseas, has been doing much the same work for the last 2½ years. It does not receive financial support from the British Government.)

GERMANY

The revaluation of the West German Deutsche Mark was announced in **Bonn** on Sunday. In terms of sterling it has been revalued from DM 11.76 to DM 11.20 to the Pound. Ministers stated that when they had denied last autumn that there was any likelihood of devaluation they had not foreseen President Kennedy's recently announced policy of no dollar devaluation. Since currency adjustment was impossible for most European countries, West Germany was therefore bringing the DM into line. (The Netherlands which revalued the Guilder by the same percentage as the DM a few hours later was expected to be the only country to follow West Germany's example.)

In **Leipzig** the annual trade fair opened on the same day. It was clear that the East German authorities were making a big drive to improve their trade with the West.

KENYA

Within a few days of the general election, Kenya appeared to be facing a constitutional crisis at the start of this week. In a conference last Sunday the Kenya African National Union, the largest party with sixteen of the elected seats in the new Legislative Council, decided to refuse to co-operate in the Government unless Jomo Kenyatta was given his full freedom. Kenyatta was sentenced to seven years' imprisonment in 1953 for organising the Mau Mau rebellion. On his release on licence in 1959 he was sent to live in a remote district and his movements were subject to severe restrictions. Last week the Governor of Kenya announced that Kenyatta was to be moved to a place much nearer **Nairobi** and although restriction on him would be maintained he would be allowed to see many more people than previously. Mr. Mboya, the KANU. leader, was among those who were offered the chance of visiting Kenyatta. As a result of last Sunday's decision of his party, he refused.

FRANCE

Reports from **Paris** indicated that M. Pierre Lagaillarde, the Algiers Deputy, was considering appealing against the sentence of ten years' detention imposed on him recently in the trial of those held to be responsible for the insurrection in Algeria in January last year. M. Lagaillarde, who fled to Madrid soon after the start of the trial, was sentenced *in absentia*. Among French lawyers there was speculation as to whether his appeal could be permitted under French law unless he first returned to France and gave himself up to the authorities.

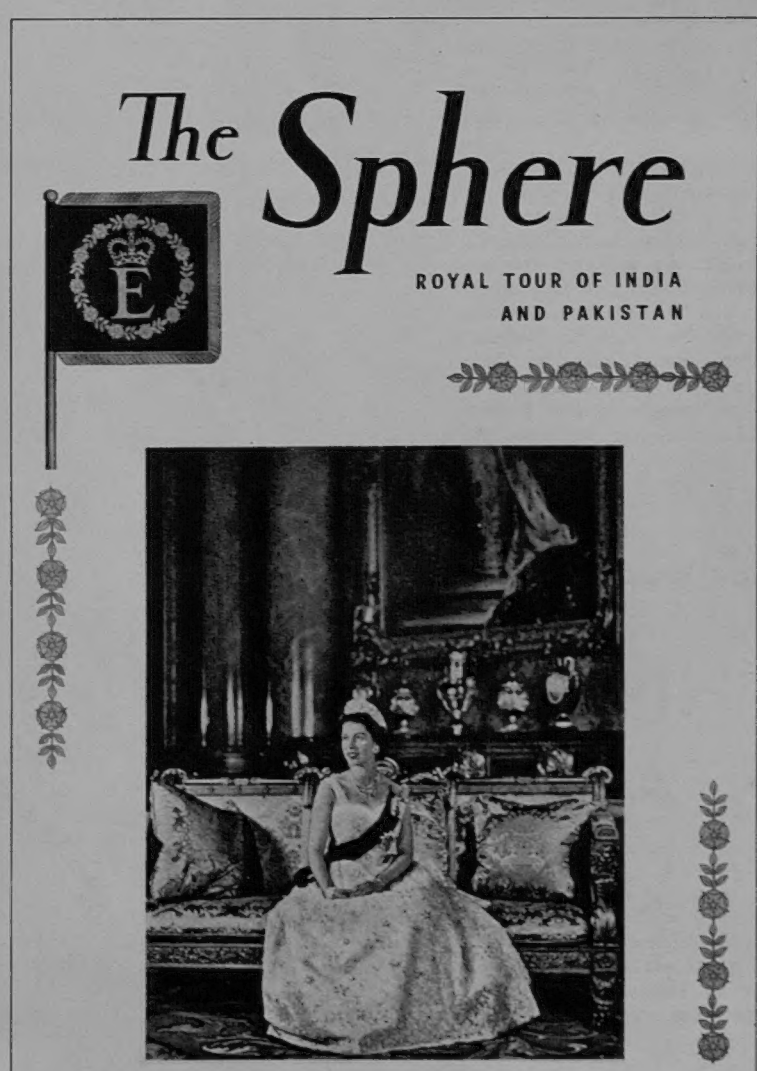
HONDURAS

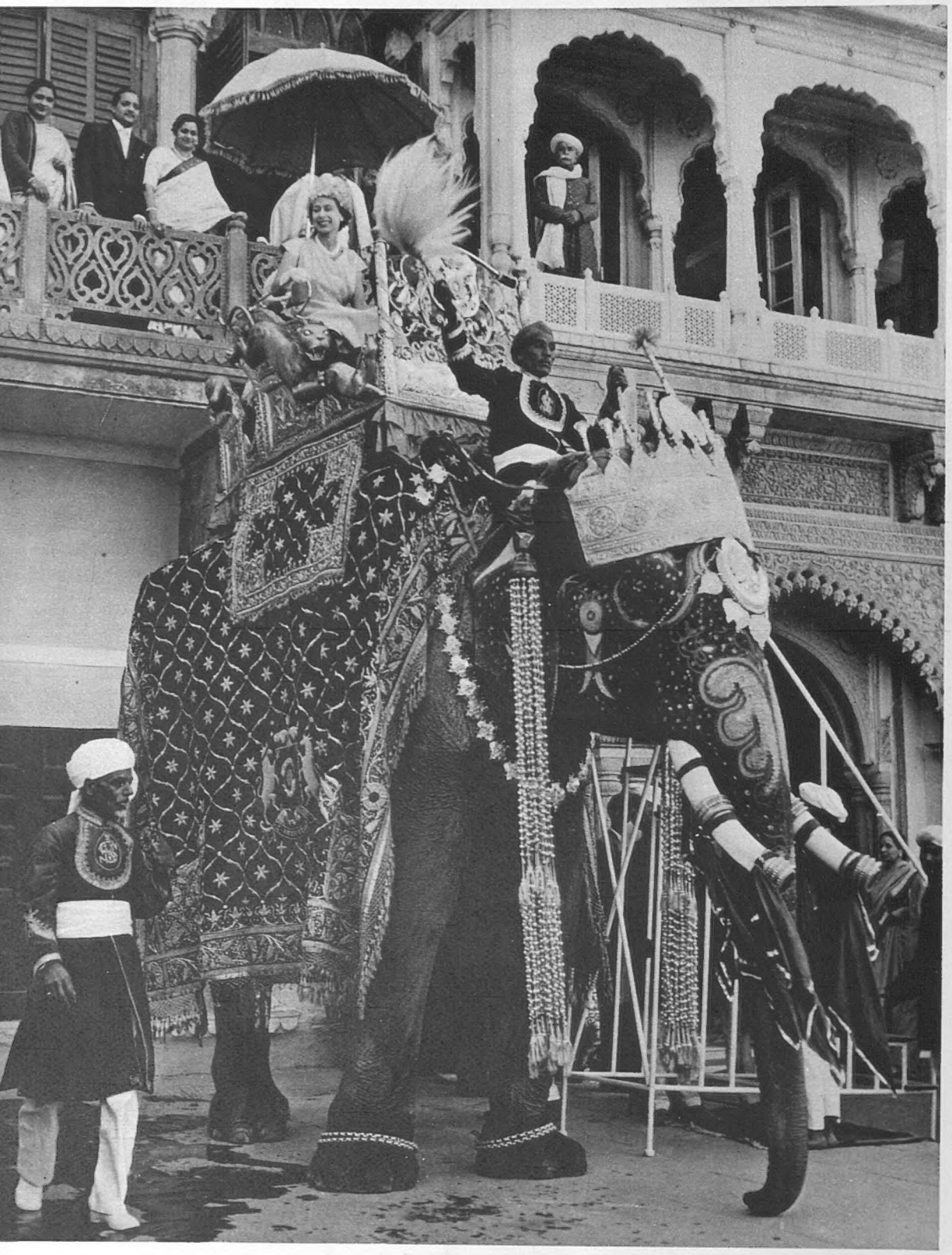
The small British Colony took a further step towards self-government last week. In the first elections under a new constitution, the people went to the polls to choose eighteen members of an enlarged Legislative Assembly. This also contains five nominated members and two ex-officio. In the Executive Council there is a First Minister, five ministers elected by the Assembly and two ex-officio members. The Governor of the Colony is chairman and retains certain reserve powers. Mr. George Price, leading the People's United Party, has become First Minister; the party won all eighteen seats. Its policy is one of self-government within the Commonwealth.

British Honduras has an area of 8,867 square miles, south of Mexico. Its early settlement was the work of British woodcutters in the early seventeenth century. It became a separate colony in 1884. The elections appear to have resolved a period of political turmoil: for many years Guatemala, immediately to the west, has laid claim to British Honduras. Mr. G. Price was expelled from the Executive Council in 1957 for conducting negotiations with Guatemala. Economic measures to improve the country include increased immigration of farmers from the West Indies and efforts to encourage overseas capital.

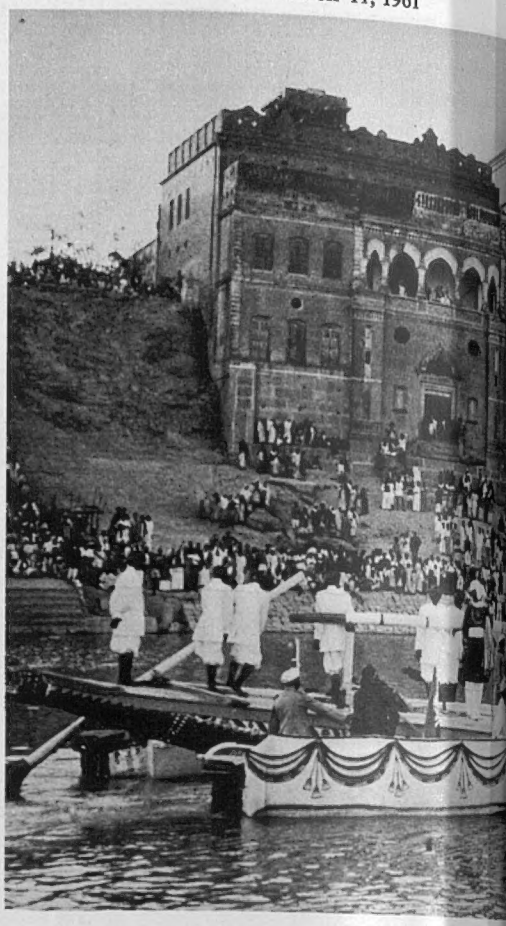
THE ROYAL TOUR OF INDIA AND PAKISTAN

Next week's issue of *The Sphere* (on sale throughout the country on Thursday, March 16) will be a special enlarged number recording the Royal Tour. The issue has a colour cover and editorial pages in colour of actualities of the tour, in addition to extra pages in black and white. Our own photographer was with the party and many pictures will be exclusive to *The Sphere*. There is already an advance demand for the enlarged number (price 4s.) and to make sure of your copy orders should be placed NOW with any newsagent or bookstall, or direct (including postage, 4s. 6d.) with The Publisher, *The Sphere*, 13-15, John Adam St., London, W.C.2

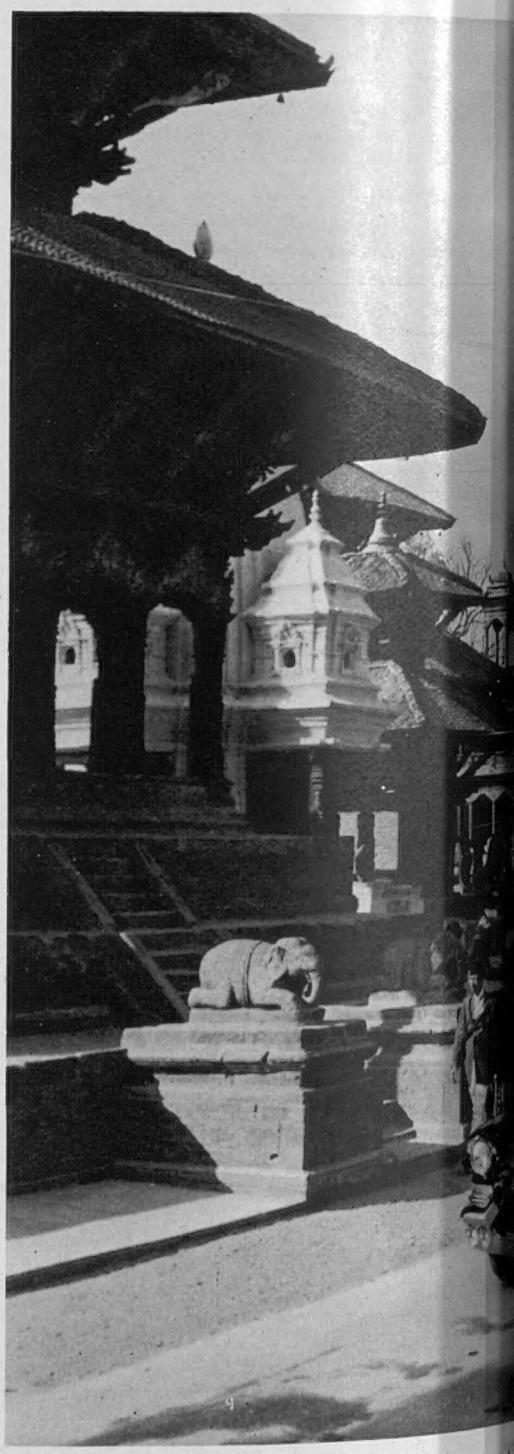




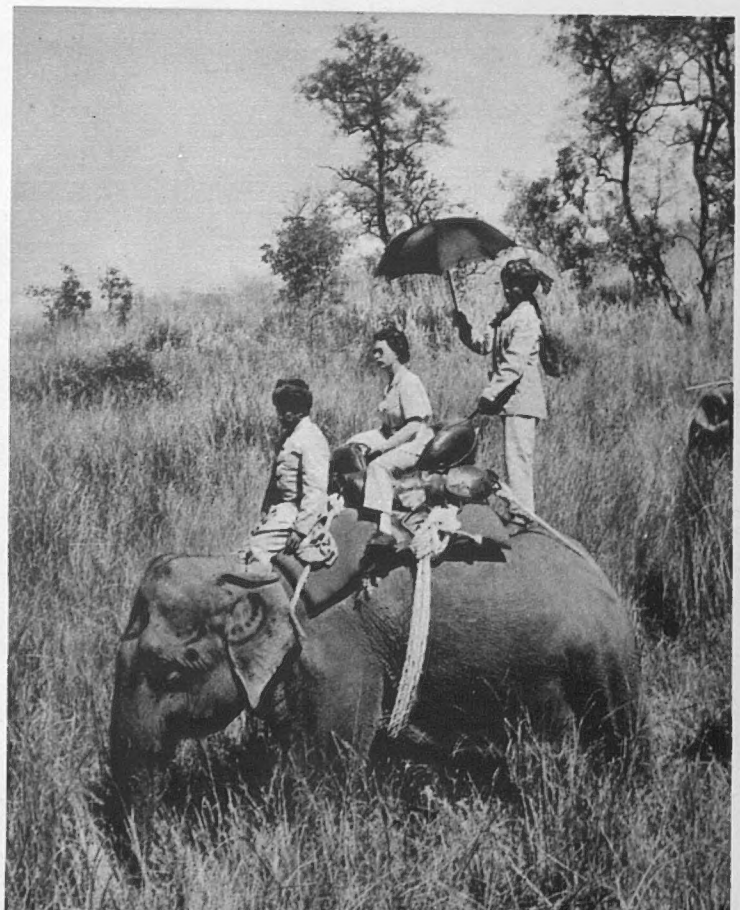
At Benares, during the last days of the Royal journey through India, the Queen sits in a silver howdah as the procession of elephants leaves Ramnager Fort. On the next day the Queen and the Duke of Edinburgh flew to Nepal. Next week's issue of *The Sphere* will contain a full pictorial record of the Royal Tour. Details are on page 359



The Queen and the Duke wave to thousands of peopl



In Patan, near Katmandu, the Queen and the Duke stand
Right: Townspeople watch the Royal visitors as they wa



The Royal Tour

FINAL STAGES

Right: The picture of Queen Elizabeth was taken as she rode on an elephant during the tiger hunt organised in Nepal

...sail in a flower-painted barge up the Ganges at Benares. The barge was used by George V in 1911

The Queen stands with the King of Nepal, during a civic reception

...car during a sightseeing tour. The Durbar Square of palaces and temples, wood-carvings and pagoda roofs has been freshly coloured and gilded. ...one of the streets. The Duke's hand was still bandaged to cover the finger infection which had prevented him from shooting at the tiger hunt

JOHN CONNELL

END OF AN ERA IN KENYA

The pilot—and owner—of the small charter aircraft, which flew me from Nakuru to Kitale, was a blithe, intelligent and outspoken young man. Every second word which he uttered was the one which, after a bump or two, so signally failed to shock Lady Chatterley's jury. By this once-familiar, soldierly method of speech he managed to convey a great deal of information. He had lately spent much flying time and much petrol going to the Kivu province of the Congo, rescuing stranded and menaced Belgians.

" No cosy little airstrips there," he said. "Just hop down on a bit of road, and hop off—quick. It 's only five hundred miles over there. Like to have a look see? You 'd have to black your face, of course."

I murmured that I had a list of urgent appointments in Kitale, Entebbe and London. He accepted my refusal equably, and gave me a brisk account of the horrors which had to be taken for granted nowadays in Kivu. Mount Elgol and the rich, well-tilled lands of the Trans Nzoia loomed ahead. This young man was neither the first nor the last European in Kenya who asked me, " Do the British Government really *want* another Congo here? " He was, however, one who knew what he was talking about, at first hand.

When you are in these equatorial regions, you become aware of Africa's immensity, and of its strangely compelling unity in diversity. As Field Marshal Auchinleck observed, in a very prescient letter to *The Times* some months ago, the frontier lines mapped out by European empire-scramblers half-a-century or so ago have extraordinary little significance. Tribal and racial rivalries are what matter—and the jumble of ambitions and lusts in the hearts of the little groups of emergent, rival demagogues. I was far up-country in Kenya when the death of Patrice Lumumba was announced. In parenthesis, surely *The Observer* was caricaturing itself when it described this debauched hysteric as " an attractive figure."

The news caused no ripple of excitement among the ordinary, unlettered Africans —the herdsmen, the carpenters, the fence makers—on the farms which I was visiting. Their main concerns were the length and the ferocity of the drought. The urban politicians got into a tremendous pother; and Mr. Tom Mboya issued a rambling, anti-imperialist and curiously revelatory " statement." Everyone all over Africa has learned his, or her lesson from the tragedy of the Congo. It is by no means always the same lesson, but even so the mere consciousness of proximity gives it an edge of realism. To return to the United Kingdom and hear intelligent people, and read supposedly well-informed newspapers, playing our enemies' game and accepting their thesis that all the original blame belongs to the Belgians, offers a sad contrast.

Supporters of Mr. Tom Mboya show their enthusiasm on polling day in Nairobi

Mr. Khrushchev may have made (I think he has) a strategic blunder by attacking the U.N. Secretariat and Mr. Hammarskjold with quite such an array of blunt instruments; but the Soviet Union is steadily consolidating a series of tactical victories in Africa. After the Russians' first, dismal experience last summer, when the Congolese made the breath-taking discovery that Russians are just as white as other whites, Soviet advisers and technicians are going back in increasing numbers. If you are stranded on Khartoum airfield (I wasn't, I am happy to record) you can have a good deal of rather astringent fun, counting the number of Russian aircraft that pass through during your stay.

I was in Kenya throughout the whole course of the crisis over Northern Rhodesia's constitution. I watched it through the eyes of my friends, the European minority in Kenya. British newspapers and television, I noticed later, tried to present it as a conflict of personalities between Mr. Macleod and Sir Roy Welensky. It is, of course, something far deeper: it is a conflict between principle and expediency. The British Government, under severe pressure from Washington, where it was correctly appreciated some two years ago that the major Communist thrust in the '60's would be in Africa, has decided to go to any lengths in appeasing African nationalism. That this can be construed as " holding Africa " is a manifestation of weak, muddled thinking, and of an inability to distinguish that which is expedient from that which is right.

To give way to African nationalism is—so rapidly and so widely have the nationalist politicians' ambitions extended—gravely to jeopardise the livelihoods and the lives of members of the European minorities in those countries, the two Rhodesias and Kenya in particular, in which they have settled. Political partnership in multi-racial societies is, I am afraid, a dead duck. I don't regret the years of work and support which I gave to David Stirling's Capricorn; it offered one slim chance, but it did not come off. Mr. Macmillan and Mr. Macleod have killed and buried it—and with it a good deal of decent and courageous idealism.

The Kenya elections show how pitifully little room there is going to be for the decent man in the forthcoming phase of politics in Africa. The primary elections showed that Mr. Michael Blundell and his New Kenya Party, who aggregated 21.63 per cent. of the total European vote, had completely lost the confidence of their fellows. Yet as a result of the "common roll" elections they hold more of the European reserved seats in the new legislature than any other group, and they have no right to speak for the community which they say that they represent.

Mr. Macleod seeks to impose on Northern Rhodesia an even more complicated electoral structure, whose effect would be to silence the United Federal Party as summarily and as brutally as he has silenced the Coalition and the United Party in Kenya. Sir Roy Welensky refuses to accept the Macleod *diktat*. We are therefore heading for the kind of situation which this country has not experienced since the 1770's—in so far as the Rhodesias are concerned. In respect of Kenya we are in a situation for which there is (honourably enough) no kind of precedent in our history. We, the British people and Government, are about to hand over 65,000 of our fellow-countrymen (women and children too) to the rule of a group of African politicians, extremist and inexperienced.

We are doing this in defiance of the example of the Congo, and in defiance of Kenya's recent and dreadful experience of Mau-Mau. At the head of these African politicians there is bound to be very soon—he may be there by the time these words appear in print—Jomo Kenyatta, whom the present Governor of Kenya has himself described as " the leader of darkness and death." Mr. Tom Mboya, in the immediate aftermath of the common roll elections, made it quite clear that Kenyatta's release and assumption of his place as the leader of the African nationalist movement in Kenya were essential preconditions of African co-operation in any attempt to make the Lancaster House constitution work.

The elections ended one phase—a sad and puzzling phase, I admit—of Kenya's history. Along with my friends and kinsfolk in Kenya, who look back over a desert of broken pledges, smooth and plausible assurances without meaning, and a dark sense of betrayal, I contemplate the next phase with considerable foreboding. They have no desire to re-impose a lost domination (in truth *they* never dominated anyone, they were—like their African neighbours—under the heel of the British Parliament); they are desperately anxious about their homes, their livelihoods and, in the last resort, their lives. We sneer and snap at the Belgians for their shortcomings in the Congo; but if we abandon our responsibilities towards our own people in Kenya—as I believe the Government has every intention of doing—we shall be committing, as a people, a major crime.

Mr. Macmillan and Mr. Averell Harriman, President Kennedy's Ambassador-at-Large, are protected from the rain outside Admiralty House in Whitehall, as the latter arrives for luncheon. London was the first stop in Mr. Harriman's tour of several European capitals. He had to change his plans owing to the death of King Mohammed of Morocco. On President Kennedy's instructions the Ambassador-at-Large flew from London to attend the funeral of the King in Rabat. After visiting Paris, Bonn and Rome, he is expected to return to London in the middle of the month to conclude his talks with British ministers. According to the White House, Mr. Harriman is conveying the personal greetings of the President and " discussing matters of broad mutual interest " at each of his stops in Europe. It is understood that this means such subjects as disarmament, China, Congo and Laos

UNDER THE SAME UMBRELLA

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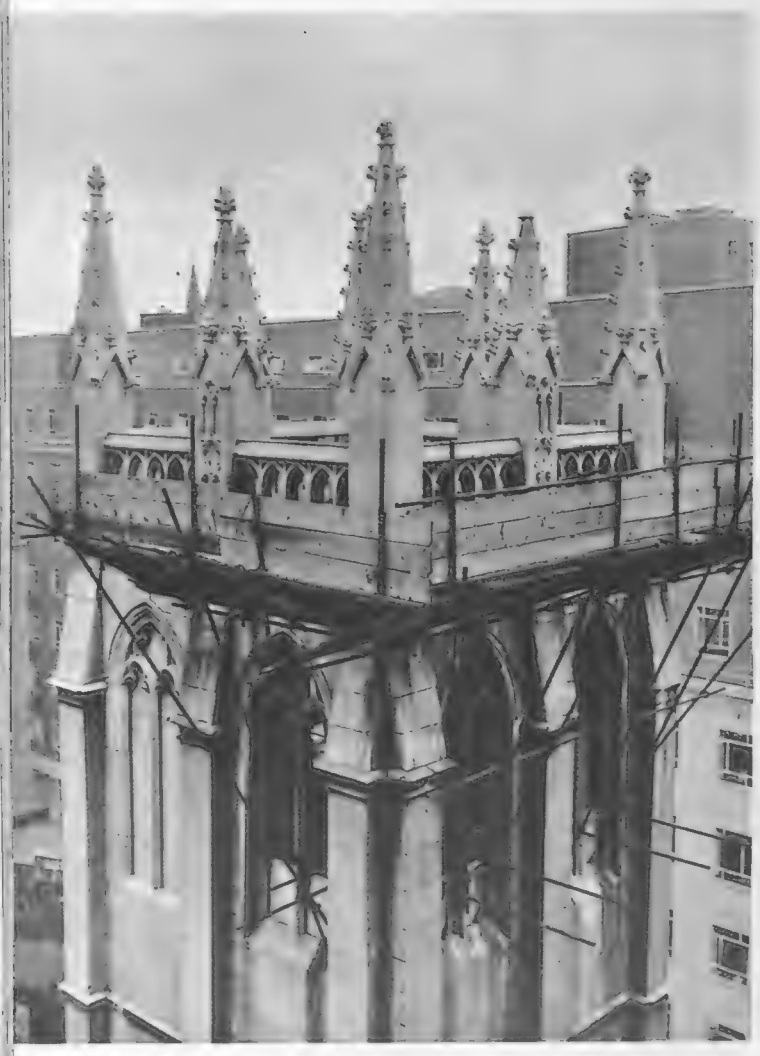


The tower of St. Alban's Church is in Wood Street, in the City of London. Designed by Wren, it stood above one of the oldest City churches but the main building was destroyed during the war. A recent proposal that the tower should be demolished aroused strong opposition from those who wish to preserve old City landmarks. The Common Council of the City agreed last week that the tower should not be pulled down

Twin polar bear cubs, born at Whipsnade Zoo, are seen in public for the first time as they are carried from their nursery. They were born on December 3 last year to Sonja and Nanook

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

CAPITAL AND LABOUR ON THE BUDGET. Every year the pundits and the public give the Chancellor good advice on the preparation of his Budget. I don't know whether he reads their advice. It is remarkable how seldom he adopts it. No doubt he is better informed than most of us about what he will have to give away when the great day dawns. Year after year, that responsible and sober body, the F.B.I., tells him precisely what he *must* do and what, if possible, he should do as well. This year (as I think last year) it is quite essential that he reduce both income tax and surtax if we are to survive as producers and exporters. Reduction in the incidence of income tax, so far from increasing home consumption would increase saving even while it encourages business initiative. The T.U.C.'s advice to the Chancellor is equally confident, and entirely contradictory: cutting income and surtax would certainly not be an incentive to greater industrial effort. Industrialists, already highly paid, would use their reliefs as an excuse to slack off and enjoy themselves. What the public needs in the next Budget (and, the T.U.C. believes, *wants*) is more money to finance social services and for that the community will be prepared cheerfully to accept increased direct taxation. I suppose if the Chancellor read these contrary advices, he might call in his experts and order a discreet Gallup poll. He would argue that it must be a matter of nice accountancy. Surely, he would say, not *all* the public is prepared to accept increased direct taxation in April even for the worthiest cause. And even assuming that, politically, the nation is not very unevenly divided into two camps (except in its representation in Parliament) yet, when it comes down to brass-tacks and direct taxation increases, could the T.U.C. rely on the loyalty of the bulk of its *own* camp? 7s. 9d. is a lot to demand from every £1 we earn or enjoy, especially when we deplore many of the objectives on which the Government spends it. And many a good Socialist on the surtax roll, without sacrificing his allegiance, would secretly rejoice to sit prettier if the F.B.I. prevailed. But modern Chancellors are born deaf. They deal in deficits and never have the fun of scattering guineas to catch votes.

SUPPORT FOR THE GOVERNMENT? It is an age of compromises. There is nothing new in that, but compromise solutions are most prevalent when parties and interests are most disputatious and irreconcilable. Labour's new Defence policy formula is an example. It seeks to reconcile hitherto irreconcilable opinions and to paper-over cleavages with opaque phrases. The Labour Party has great need to present to Britain a united front on major policy, not least on defence, and the extremists in it are well aware of that. The odd thing about the new formula is that it seems to bind Mr. Gaitskell and, if it win through, the Labour Party also, to the Government's Defence chariot. All the vital matters which the Government stands for in defence, Mr. Gaitskell endorses—new negotiations on general disarmament, banning nuclear tests, Communist China into U.N., adherence to Nato, even Polaris bases—"as necessary," and continuous efforts to win agreement on "controls." If the formula gains acceptance it is more likely to be received with national thanksgiving on the score that the nation is (party-politically) solid and united on defence than as a proof that our party system of government is once more furnished with an effective Opposition—which it needs if it is to work.

WHO'S WHO IN AFRICA. Every responsible (or at least respectable) journalist must agree that it is his bare duty to know something, and to find out all he can, about every subject he proposes to discourse on. For months past journalists have been reporting and airing their views on the Congo, the Rhodesias, Nyasaland, Kenya and elsewhere in Africa, and I very much doubt if many of them could sit down and write the schoolboy's "three lines" of vital information about many of the thirty or more white and black protagonists whose names (mostly unpronounceable) constantly crop up, and whose political objectives are so diverse and contradictory as to block all hopes of solutions or even of progress to sanity. What is needed (and would sell like hot cakes) is a swiftly compiled *Who's Who* of present-day personalities in Africa. Never in our history, in the Dark Continent or elsewhere, have so many urgent and tangled problems arisen so comparatively quickly at one time, so many names emerged from obscurity into prominence, so many leaders of groups and splinter-groups, with confusing names, voiced demands and counter-claims so loudly and threateningly. It is difficult enough to locate them geographically, to identify them

PUBLIC SCHOOLS

Mr. Victor Bonham-Carter's two articles—"Why Send A Boy to a Public School?" (*The Sphere*, February 25) and "Will the Public Schools Survive?" (March 4) have aroused very great interest and I have received a number of letters from leading educationalists and others. These letters are of such significance that I have decided to publish a selection of them in the weeks to come. Next week's issue (March 18) is the record number of the Royal Tour and limitation of space for other subjects will prevent publication of correspondence until the issue of March 25.

Editor

King Paul of Greece and Queen Frederika (extreme right) leave their London hotel with their daughters Princess Irene (left) and Princess Sophia. They were on a private visit

by nomenclature. It is quite impossible to assess or measure the extent of their rights of representation. Without some such book of reference, I find it very hard to contribute a ray of light on this Dark Continent's troubles, and until this new *Who's Who* is forthcoming, I feel inclined to retire from the ring and write about the weather in England, a subject of which I have considerable and sombre experience in that "no-man's land" in Hampshire which is neither East nor West and seems to enjoy nowadays the worst which the hired assassins of our hopes can forecast for both points of the compass.

THE BEST AVAILABLE. Meanwhile, the Defence White Paper is being studied and calls forth from me the duty of mention if not of elucidation. I joined the Yeomanry two or three years before the First World War and we did our annual training on Lewes Downs. We had a lot to learn. This White Paper may well be, like our training manual, the best available, but it needs a lot of study and reminds me of a brother officer drilling his troop under the awful eye of an inspecting cavalry general. Having brought them up in a Gadarene tangle to the cliff edge, his despairing voice was carried back on the wind: "Sort yourselves, you b——s."

"PASSED TO YOU FOR ACTION." The wind of change in Africa, according to majority African opinion, has turned Mr. Macmillan into a weather-cock. Until some undisclosed communications between him and Sir Roy are made public, we cannot accept that view. For Mr. Macleod, we may all feel sympathy. Compromise and stave-off solutions are seldom definitive and do no more than shift responsibility from one shoulder to another or postpone trouble. The White Paper compromise, among a score of disputants, many irreconcilable and vociferous, can be no more than a shifting of the trouble to the scene of trouble; on the other hand, certainly, saner, second thoughts are more likely to come to those who must handle the trouble on the spot and on the cliff edge. That wind of change has certainly blown nothing good to the reputation of Mr. Macmillan and the Government. But Mr. Macleod had the clear duty to snatch something out of the fire at Lancaster House. It seems to have been forgotten that the British Government has a clear duty to work out a constitution for Northern Rhodesia which is not yet a self-governing colony. I am interested in Nature films of the jungle and its fauna. But I learn nothing from the naturalist compère when every creature he films is introduced with raucous, incidental or atmospheric music. So it is with the problems of Central Africa. Our perceptions are deadened by noise.

"WHEN THE SPIRE FELL." On February 21, 1861, during the luncheon hour, Chichester's Cathedral spire suddenly disappeared from sight, sinking quietly into the interior. How much more impressive on human memory is romantic tradition than sober fact. For years I used to tell passengers in my car at a point where first the newer spire becomes visible on the road from West Wittering: "Here a man working in the fields looked round and saw that the spire he had looked at a few minutes before, *was no longer there.*" It was, as I supposed, as sudden as that. But it wasn't. The fall had been expected for some time. Gangs of workmen had been engaged up to February 20, 1861, in attempting to shore up the rotting piers. Houses in the Close had been evacuated. The Arundel screen had been removed the year before. The Cathedral services had been lately called off. All this was known in the pubs round Chichester long before the spire collapsed. No one was hurt and little outside damage done. The new Dean, Hook, saw the successor spire built and completed in 1867. It is odd that, in West Sussex especially, the sober facts have been largely forgotten and the romantic legend, until to-day, has been generally accepted as historic truth. But that is very much the way "History is wrote." We prefer the romantic to sober brass-tacks. We remember good King Alfred by the cakes he burned and good King Charles II by the ladies he favoured, and good King George III by the dumplings which puzzled him.

MORMON INFILTRATION. Some 1,500 worshippers attended last week's opening of the first Mormon chapel to be built in London. In the past two years British membership of this Church has almost doubled and is increasing faster than ever. British Mormons now number 20,000 out of a world population of 1,700,000 Mormons. There are already three other Mormon chapels in Britain, converted buildings. The new one in Exhibition Road is a very expensive *ad hoc* creation with interesting new features—in particular, the sound-proof "cry gallery" where the wives can bring their babies without fear of disturbing the service. It is an old sect, founded 130 years ago in the U.S.A. by Joseph Smith. We have heard a great deal of the Latter Day Saints, who no longer practise polygamy, and much we have heard redounds to their credit, since the days of Brigham Young. If Mormonism is a reviving fashion in religion in this country, suddenly on the up-and-up, there is no reason to suppose that it is not a Good Thing, though it is puzzling why this particular brand should suddenly increase its appeal over so many other forms the Church of England, Methodism, Christian Science, and what not. I have not read its current prospectus and do not know what new attraction it offers to worshippers and converts. Still, as of old in ancient Greece, and, above all, in religion, there are people who seek and follow some "New Thing," and I suppose the Mormons have lately got a neck ahead of their rivals with a promising bait. If they morally rearm us, and do so quickly, it is all to the good. But they have a long row to hoe.

THE OLD STAGER

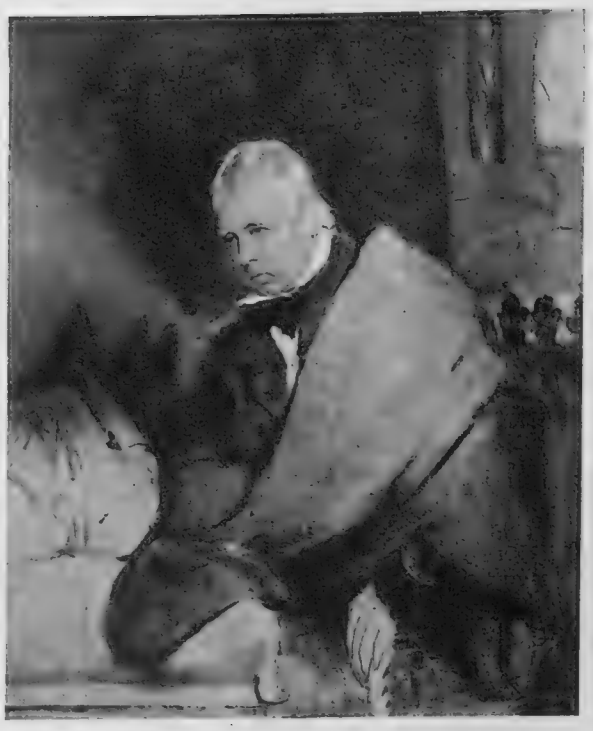
LANDSEER

The current exhibition at the Royal Academy

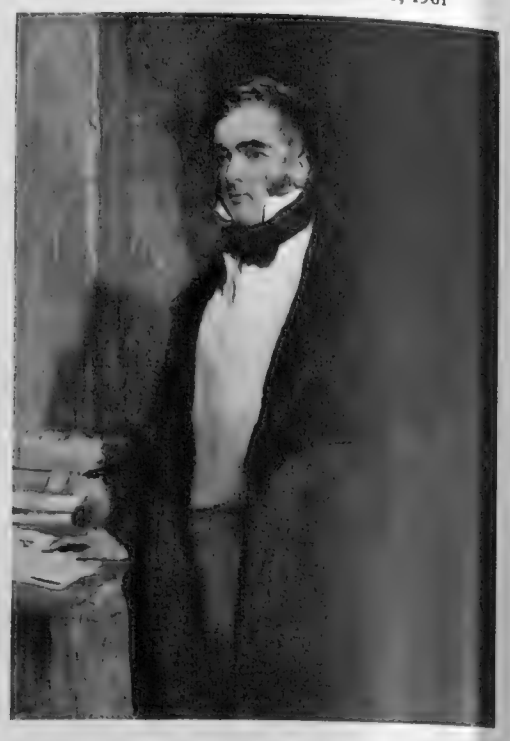
In Queen Victoria's Journal, the entry for October 1, 1873, reads in part—" he kindly had shown me how to draw stags' heads, and how to draw in chalks, but I never could manage that well." She wrote this sad epitaph on the day Landseer died after a life in which he had achieved huge success: the next year saw a Memorial Show with 450 of his works on exhibition. But since that heyday, his reputation has sunk low and only recently have there been signs of a revival of interest. The exhibition in the Diploma Gallery of the Royal Academy is the second in a series dedicated to members of the Academy. It rescues from that vast sea of Victorian canvases, paintings, sketches and drawings by Landseer which reveal his extraordinarily skilful draughtsmanship, and a talent for landscape which at one time looked as if it were to rival Constable's.

The current exhibition thus presents its surprises. For Landseer, the favourite artist of Victoria and the Prince Consort, gained his vast but ephemeral fame in pictures which reflected the Victorian spirit. It was a period of art in which, sadly, the animals appeared human and the humans looked stuffed. Landseer's anthropomorphic paintings and the engravings done from them, have obscured his real talents by the show of a coy sentimentality and a humanising romanticism. Landseer for Victorians meant dogs, stags and Scotland. His appeal was enormous. A typical view was Thackeray's on "The Stag"—" In a word, your teeth begin to clatter as you look at the picture, and it can't properly be seen without an overcoat."

The artist's life was to some extent a Victorian success story, He was born into an artistic family in 1802 and started drawing animals at a very early age. He exhibited in the Royal Academy when twelve, the youngest of all recorded exhibitors, and became an A.R.A. at twenty-four. In 1824, he paid his first visit to the Highlands, where he met Sir Walter Scott at Abbotsford. Even before Victoria ascended the throne, Landseer was recognised as an artist. His painting gave him social success and he began a lifelong friendship with the Russell family. In later years, however, his work acquired a glittering finish, reminiscent at times of wax fruit, and he never achieved the promise of his youth.



" Sir Walter Scott." Portrait painted on canvas probably in 1824. It is lent by the Walker Art Gallery, Liverpool



" Lord Melbourne." Panel probably painted in 1836 at Woburn. Lent by the National Portrait Gallery

" Lord Cosmo Russell on a Pony." A panel painted in 1824. The subject was the ninth son of the 6th Duke of Bedford and was born in 1817. Lent by the Duke of Abercorn

" Study of a Highland Pony." A panel painted about 1830 and lent by Dr. C. B. M. Warren. **Right:** " Count D'Orsay's Charger." A panel signed E. H. L. and dated 1822. Count D'Orsay, born in 1801, was a great friend of Landseer. He and Lady Blessington often entertained the artist at Gore House. Panel lent by the Sheffield Art Gallery

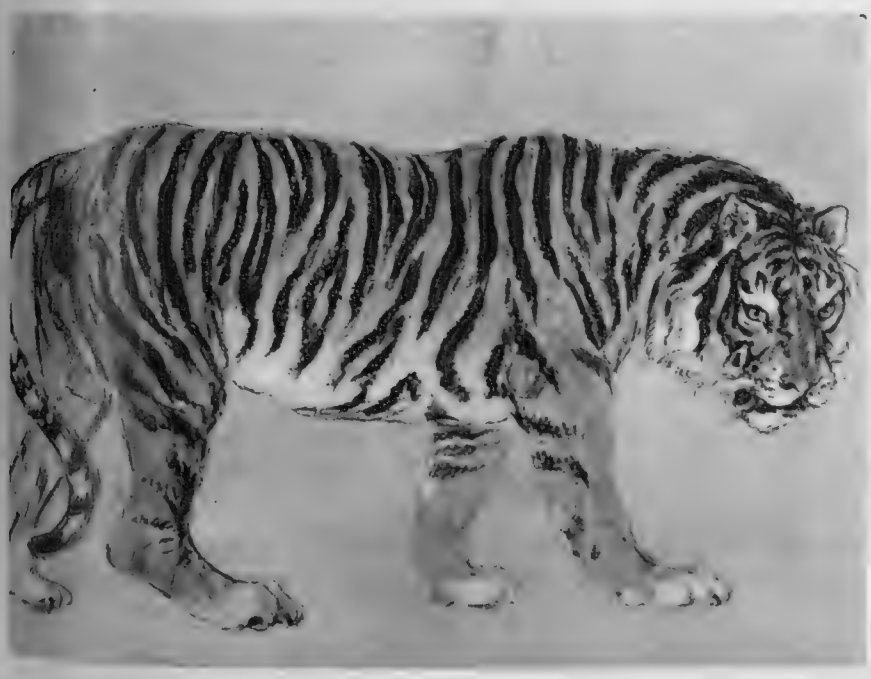
"Queen Victoria on Horseback." A large canvas begun in 1839 and probably worked on later. The horse was blind in the right eye. The picture is lent by Lord Fairhaven

"Queen Victoria and the Prince Consort." A preliminary study on canvas for "Windsor Castle in Modern Times," 1840-45. Lent by The Queen

Right:
"Lady Louisa Russell in Masquerade Dress with the Duke of Bedford in Background." A pen and water-colour. Lady Louisa Russell was the second daughter of the 6th Duke of Bedford and later became the Duchess of Abercorn. The drawing is one of a number done of the Russell family and never before exhibited. Lent by the Duke of Abercorn

"Lady Harriet Hamilton." A pen and wash drawing of the eldest daughter of the first Duke of Abercorn. Lent by the present Duke

Below:
"A Tiger." A water-colour on grey paper lent by the British Museum



Below: "Heron Swallowing a Fish." A pen and wash drawing lent by the Duke of Abercorn

THE VOICE OF THE COMMON

CANADA

One of the first engagements of Mr. Diefenbaker on arriving in London for the Prime Ministers' Conference was to open the recently acquired Canadian Government building in Grosvenor Square. The ceremony was due to take place on March 7.

The building, which housed the U.S. Embassy for twenty-three years, was purchased from the United States in 1959 at a price of £1,690,000. In future, all Canadian Government offices will be located in two main centres: at Canada House in Trafalgar Square where the High Commissioner and External Affairs and Passport offices will remain, and at the new Grosvenor Square building, where the offices of other Canadian Government Departments will be established. This centralisation reflects the great increase in Canadian representation in London since the opening of the first office in 1880.

Canada was the first of the former colonies in the British Empire to attain responsible and representative government and the birth of Canada in 1867 constituted the beginning of the process from which the Commonwealth of to-day has emerged. However, from Confederation until 1914 Canada's position in the British Empire was essentially that of a self-governing dominion whose external relations were directed and controlled by the Imperial Government in Great Britain through the Colonial Office and the Governor-General.

By 1914 Canada and other Dominions had acquired considerable *de facto* powers in the field of external relations. By 1926 the Sovereign status attained by the Commonwealth countries, including Canada, was given expression in the Balfour Declaration which said that the nations of the Commonwealth were, " Equal in status, in no way subordinate one to another in any aspect of their domestic or external affairs, though united by a common allegiance to the Crown, and freely associated as members of the British Commonwealth of Nations."

The Department of External Affairs (Canada's Foreign Office) was established in 1909 under the Secretary of State with an Under-Secretary of State for External Affairs. The Department began with a modest staff consisting of the Under-Secretary, two Chief Clerks and four clerks. In 1912, the Department was placed directly under the Prime Minister and from that year the Prime Minister held the additional portfolio of Secretary of State for External Affairs until 1946 when a separate Secretary of State for External Affairs was appointed.

Before the establishment of the department, a High Commissioner had been appointed to represent Canada in London from 1880 and an Agent-General in France from 1882, neither of whom had diplomatic status. In addition, Canada was represented abroad in the closing years of the nineteenth century by trade commissioners and immigration officials. Negotiations with foreign countries were conducted through the British Foreign Office and dealings with other parts of the Empire through the Colonial Office, with Canadian representatives frequently included in negotiations. Canadian interests abroad were handled by British diplomatic and consular authorities. All communications to other governments were made through the Governor-General, who at that time represented both the Sovereign and the Government of the United Kingdom.

Canada House, Trafalgar Square, was purchased in 1925 and at that time housed the offices of all Canadian Government Departments in London. Since that date expansion continued until Canadian Government offices were scattered about London in fifteen different locations and finally culminated in the purchase of the large office building in Grosvenor Square.

Mr. T. L. Macdonald

Mr. G. R. Laking

NEW ZEALAND

Two diplomatic appointments of particular importance have been recently announced by the New Zealand Government. They are to the post of High Commissioner in the United Kingdom and of Ambassador in Washington. Both have been vacant since 1958, the former Labour Government choosing, in view of its slender majority in Parliament, not to fill two posts which traditionally had gone to political appointees.

The Hon. T. L. Macdonald, a prominent member of the National party and a former Minister, who retired from politics in 1957, has been appointed to London, and Mr. G. R. Laking, a career diplomat, who has been acting High Commissioner in London since 1958, will become Ambassador at Washington.

Mr. Macdonald, who was born in 1898, is by occupation a farmer. After volunteering, he started army service in both world wars as a private, became New Zealand's Minister of Defence in 1949, and also had the portfolios of Rehabilitation and War Pensions. His Parliamentary career, which he began in 1938, was interrupted by his Second World War service, when he rose to the rank of captain. In 1954 he became Minister of External Affairs and he has also held the portfolios of Civil Aviation and Island territories. In his various capacities as a Cabinet Minister Mr. Macdonald has frequently represented New Zealand at international conferences. He led the New Zealand delegation at the United Nations General Assembly in 1955, 1956 and 1957, at the SEATO conferences in 1955 in Bangkok, 1956 in Karachi and 1957 in Canberra, and at the Colombo Plan Conferences in 1955 in Singapore, 1956 in New Zealand, when he acted as Chairman of the conference, and in 1957 in Saigon. He also represented New Zealand at the Anzus Conferences in 1955, 1956 and 1957. He led the New Zealand Delegation at the Suez Conference held in London towards the end of 1956, at the Commonwealth Finance Ministers' Conference at Mount Tremblant in 1957, and when the Rt. Hon. S. G. Holland was taken ill, Mr. Macdonald acted as New Zealand representative at the Prime Ministers' Conference in 1957.

Mr. Laking's previous experience in the United States from 1949 to 1954 as Counsellor at the New Zealand Embassy and during 1954 and 1955 as Minister and for long periods in charge of the Embassy, have given him a sound knowledge and insight into the American scene. He is regarded as one of the most able and experienced of New Zealand's senior diplomats, and his work in London as Acting High Commissioner has received the widest approval. As diplomatic representative, and the administrative head of a very large office in London, Mr. Laking has given valuable service. His diplomatic experience over the past fifteen years has covered many fields, including that of New Zealand representative at the General Assembly of the United Nations on several occasions. While Acting High Commissioner in London he negotiated the first trade agreement between Germany and New Zealand and he has been in close contact with European economic developments.

At the Indian Himalayan Mountaineering Institute in Darjeeling Sir Edmund Hillary talks with Sherpa Tensing, with whom he reached the peak of Mount Everest eight years ago. Between them are three Sherpa instructors of the Institute. Sherpa Tensing is the Director of the Mountain Climbing School in the Institute

CEYLON

Dr. D. J. Melrose and Mr. H. H. Bentall of Hammersmith Postgraduate Hospital in London arrived in Colombo at the end of last month to survey the field of open heart surgery in Ceylon. They are also helping the Ceylon Government to pick a surgical and nursing team which will come to Hammersmith for training of some months' duration. The visit of the two doctors to Colombo is the result of a request made by the Government to Mr. C. J. M. Alport (now Lord Alport) when he visited Ceylon as Minister of State for Commonwealth Relations. The cost of the scheme will be borne by the United Kingdom Government under Colombo Plan technical co-operation.

Ceylon has already received Colombo Plan help from Britain in developing chest surgery under the supervision of Mr. Donald Barlow of the London Chest Hospital. His work has led to a substantial reduction in the incidence of open tuberculosis in Ceylon.

WEALTH

Canadian Government centres in London; New Zealand High Commissioner for U.K.; British aid for surgery in Ceylon; Ghana's vast power project

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

In his office in Wellington, Mr. K. J. Holyoake, the Prime Minister of New Zealand, watches the Duke of Devonshire, Parliamentary Under-Secretary, Commonwealth Relations Office, sign the visitors' book. The Duke went on to Australia and India

GHANA

Power should start to flow from the transmission lines of the Volta River Project in September 1965. That was the news, momentous to Ghana's future, given in an address to the National Assembly by President Nkrumah shortly before leaving for the Conference of Commonwealth Prime Ministers. Subject only to certain ratifications, the scheme which will "transform not only the geography, but the economy of Ghana" is about to be undertaken.

The project, as now envisaged, differs considerably from the proposals contained in the report of the Preparatory Commission a little over four years ago. The original plan covered the complete operation of producing aluminium metal from raw bauxite and could have cost as much as £300,000,000. The new scheme is concerned, in the first instance, with building a dam to provide hydro-electric power. Of the cost of £70,500,000, half will be paid by Ghana and the rest raised by loans from Britain, America and the World Bank.

A smelter for making aluminium, using electricity from the dam turbines, will be set up by a private company to be known as Valco—the Volta Aluminium Company Limited. This consortium will be of American interests under the leadership of the Kaiser Aluminium and Chemical Corporation. The investment is expected to cost them about £100,000,000. To quote Dr. Nkrumah: "This willingness to invest in Ghana's future gives the lie to those who would wish to cast doubt on our intentions."

A project of such complexity has a number of factors of unusual importance. The lake which will build up behind the dam will cover 3,275 square miles and will be the largest man-made feature of its kind in the world. The new waters will eventually produce up to 10,000 tons of fish a year. There will be an entirely new waterway connecting the North with Southern Ghana, providing ready-made inland transportation. New crops will be cultivated around the shores of the lake. But by far the most important result will be the provision of a large and reliable source of electric power. Not only will this be distributed in a national grid system, but it will be available to serve new industries and even, President Nkrumah suggested, to be exported to neighbouring countries.

The contract for the hydro-electric part of the scheme is expected to be placed in April. The successful bidder will find a site in an advanced state of preparation. Housing, a power station, water supplies and a first-class access road have already been provided by a Government confident in the outcome of the scheme. Moreover, the site will be kept free of "ugly and depressing buildings" and President Nkrumah was eloquent in describing the eventual picture of "a series of fountains and pools set in terraced gardens, which climb up to a first-class hotel, the fountains lit at night by thousands of multi-coloured lights."

These and other details were heard by a crowded National Assembly. But perhaps the loudest "Hear, hears" came near the end of the hour-long address when Dr. Nkrumah said: "I am longing for the day, and it should not be far distant, when I shall be able to abolish personal income tax in Ghana." There must be many Heads of Government the world over who envied Ghana's President his confidence and courage in making such an observation.

Princess Alexandra receives a bouquet from Miss Minika Archibong, a secretary in the Nigerian High Commission, at the Royal Festival Hall in London. The Princess was attending a concert in aid of the Royal Commonwealth Society for the Blind

Four members of the mission of British industrialists which recently visited Nigeria use a map to explain their tour to a Press conference in London. From left, they are: Mr. William Gillies, Director of the Lanarkshire Steel Company, who led the team which toured Eastern Nigeria; Lord Netherthorpe, Joint Deputy Chairman of Richard Costain Limited, leader of the Northern Region team; Sir Norman Kipping, Director-General, F.B.I., who headed the whole mission, and Mr. William Fraser, Chairman and Managing Director of Scottish Cables Limited, leader of the Western Region team

The exterior of the Hotel Hermitage. The rooms inside have modern décor

A section of one of the new blocks of flats in Monte Carlo

SUNSHINE IN MONTE CARLO

Photographs by Tom Hustler

The view of the harbour shows how old and new styles of architecture blend in Monte Carlo. The buildings in centre on the waterfront consist of flats

Another of the many modern blocks of flats

The four top floors have been recently added to the Hotel de Paris

In the winter and early spring Monte Carlo basks in the sunshine. For many visitors it has the additional attraction of being far less crowded than in the summer season, which begins in July. When the wind blows there may be a nip in the air but on calm, sunny days bathers can usually be seen on the beach. On the golf course players high above the town do not have to muffle themselves in thick sweaters as they go round. The links are being lengthened and improved. As well as two new holes a reservoir is being built to overcome the summer shortage of water for the greens.

Strolling along the promenade or coming out from attempting to break the bank in the Casino, those familiar with "Monte" over the years will find the appearance of the town is changing. Tall, modern blocks of flats and offices stand out among the older houses and other premises. Architects have been forced to build upwards owing to lack of sites. The upwards trend in expansion has been followed in already existing buildings. For example, the Hotel de Paris has added four floors. On the first three each room has its own individual decor. At the top is a new grill room which looks out on splendid views. There are also several new night-clubs and other places of entertainment, including an American-style bowling-alley. The Casino and the majority of the big hotels and amenities are owned by the Société des Bains de Mer, in which the millionaire Greek shipowner, Mr. Aristotle Onassis, has a controlling interest.

Residents and visitors enjoy the sunshine on the promenade outside the Casino

On the golf course in the mountains. Two new holes are being built

A game of volley-ball is in progress at the Beach Club

BRIAN VESEY-FITZGERALD

WHERE THE WELSH DROVERS WENT

Just to the north of Farnborough, in the direction of Blackwater, there is a track, a green road, which is called "The Welsh Ride" to this day by the local country people. It used to be given that name on the maps, but in recent editions, though the track is marked, it is nameless. Local tradition has it that this is the road down which the Welsh drovers came. Local tradition, you may be sure, is right.

Blackwater is ignored by authors of books and guides about Hampshire. You will find no mention of it in Arthur Mee's volume in the *King's England* series nor is it included in *The Little Guide*, both of which are in effect gazetteers in extended form, treating the county place by place alphabetically. It is all too easy to see why the authors of general works about the county have ignored the place, but there seems to be no excuse whatever for omitting it in books which are virtually gazetteers. Though Blackwater may not be much to look at and does not boast a single historic building, it has a long history and was, until less than a hundred years ago, a place of great importance. It was then known by name throughout Great Britain, which is certainly a great deal more than could be said of it to-day.

Its Fair, which was held annually on November 8 (or on the day after, if the 8th was a Sunday), was very large: in fact, the largest autumn fair held south of the Thames. But it was more than that, for it turned Blackwater village into a sort of bovine Clapham Junction. From it, on the 9th and 10th of the month, cattle moved out in all directions, all over Southern England.

The men who drove those herds of cattle were almost all Welshmen. Up to the end of the nineteenth century Welsh cattle-breeders provided one of the chief sources for the English markets and fairs. The Welsh herds were driven to the fairs where they were bought by graziers and fattened for the meat markets in the big towns.

It must not be thought that this cattle-droving was a haphazard affair. On the contrary, it was a very highly-organised and skilled profession. The cattle were not like the cattle of to-day. No man could drive modern English cattle very far: the beasts are too heavy and clumsy. The Welsh cattle were small and agile, black in colour, and were known as runts. The rate of progress of a drove (which might number some thousands of beasts) was two miles an hour and on an average a drove covered fourteen miles in a day. The route had to be very carefully chosen. Cattle may look placid enough in a field, but they are nervous and perverse creatures, and panic in a large drove could be a very nasty thing.

So the route had to be one not heavily travelled. At the same time there had to be smithies along it, so that cattle that had cast a shoe could be re-shod; and there had to be water at regular intervals — at least every fourteen miles or so — and feed as well. The head drover would go ahead and buy the grazing from the farmers, paying cash in advance. (Both Cobbett and Sturt, some eighty years between them, had experience of Welsh drovers at Blackwater Fair and agree that they were honest men but very hard bargainers.) A vast amount of organisation went into putting a drove on to the road for the English fairs.

Some of the drovers' ways are evident enough. There are three natural gateways into England from Wales: the North Way through Montgomeryshire, the Powys Way over the Severn into the Midlands, and the Gwent Way to the south through Herefordshire. In Wales the drovers' ways naturally converged on these routes, and many of them can easily be followed to-day. (I have walked many miles along them.) But it is not so easy in England. By what route, for example, did the cattle come to Blackwater? I do not know.

It is a fairly safe guess that they must have come by the common lands along the Berkshire-Hampshire border. But how did they go from Blackwater down to Ashford and the Kentish grazing grounds, down to Winchester and the coast? It is strange that George Sturt, who died not so very long ago and who was such a very accurate recorder of local life, and who remembered so well the hundreds of Welsh Blacks pouring through Farnborough from Blackwater on their way to Farnham Autumn Fair and thence to Winchester and the coast towns, did not think it worthwhile to record the actual route they took. I suppose that at the time he thought it was so well known that it could never be forgotten.

But forgotten it has been, as have they all: the routes from Barnet and Nottingham, from Gloucester and Ashford. And yet it was not so very long ago. The drover was only driven off the green roads by the railway, and for long after the railways came he travelled with his beasts in the trucks because there was much droving to be done from the railhead.

Many of the old routes can never be traced. We know from Sturt that the cattle from Blackwater went in their hundreds over Albury Heath on their way to Kent, just where Cobbett watched them all those years before. You cannot see that route to-day, for it is mostly hidden under bungalows and small villas. Not all trace has vanished: in a more or less direct line across country there are ponds at the right intervals. The route from Blackwater to Farnham has also been swallowed up by bricks and mortar, and all trace of it has now disappeared.

I suppose that this must be so with many of the routes, especially in the south and the industrial Midlands. But clues are not wanting. There are track names, for example: consider the number of "Welsh Roads" and "Welsh Ways," the number of "Drovers' Roads" and "Drove Roads," the "Black Road" (now a field path) near Stockbridge and the "Cow Path" between Alton and Winchester. Inn names are also significant: there are any number of "Drover's Arms" and a few "Drover's Call," and I know quite a few "Black Bulls" and one "Black Cow." There is also at least one inn called "The Jolly Welshman."

Sometimes you may come across an inn advertising its terms in Welsh on an outside wall. I have come across three such, and I hope that the landlords still preserve the lettering. Next time you come across a "Drover's Arms," search around: it is a fairly safe bet that you will find another (or a "Black Bull" or something of that nature) within a radius of about fourteen miles. Draw a line between the two and you will have roughly the route of an old drove road. There must still be much local lore about the drovers and their herds hidden away in the villages, in field and lane names, and, as likely as not, in Christian names.

Here, it seems to me, is a good big field of research open to the enthusiastic walker. I recommend it also to Women's Institutes, who could explore it much more thoroughly than most. And also to the telly-viewer, who has got bored with "Rawhide" and would like to do some detective work into something that really happened—in the days when the roast beef of Old England did not arrive frozen.

Leaving a wake of seagulls behind, farm horses pull a plough guided by Mr. Walter Christie over rich farming land at Mains of Gairngrassie, near Cammachmore, in the County of Kincardine

Supermarine Scimitars (right) are parked on the ice and snow-covered flight deck of H.M.S. *Ark Royal*

IN ARCTIC SEAS

The Royal Navy's largest aircraft-carrier, H.M.S. *Ark Royal*, returned to Devonport at the end of February after carrying out cold weather flying trials in Arctic conditions in the Davis Strait, west of Greenland. Flight deck personnel fought a continuous battle, using picks and axes to keep the deck free of ice and snow. In mountainous seas during the same period, the *Ark Royal* received hundreds of tons of fuel oil, pumped into her from the tanker *Tidesurge*. The carrier was on her way home from New York at the end of a fifteen-month commission overseas in which she steamed 80,000 miles.

Right: Ice picks are used to keep the deck clear in Arctic conditions. **Below:** Preparing to launch a Scimitar, shrouded in steam from the catapult and flurries of snow

Snow and ice decorate the aircraft-carrier during refuelling from the Royal Fleet auxiliary tanker *Tidesurge* (left)

TRAVEL

THE MAGIC OF INDIA

By GORDON COOPER

I have travelled to most countries of the world; I have sailed the seven seas—but never have I been more thrilled and rewarded than during a recent " Little Tour " of India, that fabulous land, which is really a sub-continent. Never having been there before I expected to be impressed by such famous monuments as the Taj Mahal and the Red Fort at Delhi, but I found so much more that was magical.

But apart from the richness of architectural monuments I was fascinated by the people in their teeming millions. I appreciate the tremendous task that faces the Indian Government in their endeavours to eliminate ignorance and poverty. It is rather startling to know that there are 40,000,000 children in schools in India between the ages of seven to eleven, yet there would be 160,000,000 if free compulsory education were available; this means 1,500,000 more teachers, not to mention far more schools—for there are 650,000 villages in India.

The journey to India can be made in three ways: by sea; by overland motor-coach (Penn Overland Tours and Garrow-Fisher Tours), although this method can be rather arduous; and by air. I travelled out on a B.O.A.C. Comet, taking about ten hours to reach New Delhi from London. As expected, the service was impeccable, the food up to the best West End standards, and there was far too much to drink. I realise that these trimmings are the same on almost every airline, but where I think B.O.A.C. score is in their special assistance to travellers on the ground. This is an important factor in air travel, as I have myself on more than one occasion discovered.

Once in India you find the various offices of the India Tourist Office most efficient and helpful, and the organisation is quite as good as the best in any European country. India Air Lines maintain internal services which enable you to cover much ground in a minimum of time. The main expresses on the railways have air-conditioned coaches; and motor-cars can be hired at reasonable cost. The hotels are adequate, without being outstanding, and this applies also to the food. Drinks are almost fantastically priced, while in prohibition districts you must have a special permit—easily obtainable, however.

In order to be practical, I will detail my own itinerary which proved most satisfactory. Three nights were spent in New Delhi, but one full day was occupied by a Sunday air excursion to Khajuraho. New Delhi is surely the most perfect garden city in the world, with magnificent public buildings and many pleasant homes and gardens. The Red Fort, built by the great Moghul Emperor Shah Jahan, is magnificent and its many buildings give some idea of the immense contribution by the Moghuls to civilisation. I was also impressed with Gandhi's Rajghat (where his body was burnt); the Qutb Minar, the elaborately embellished 238-ft. red sandstone pillar; and, most of all, by Humayun's Tomb, built by the widow of the Emperor Humayun to contain his cenotaph. Here is harmony and silence. Here is the play of light and shade. These aristocrats of Islam who were simple in their lives were simpler still in death.

Before my visit to India, I thought the most exciting travel experience of my life was when I first saw the Angkor Wat. But, after visiting Khajuraho, I would put this cluster of magnificent Hindu temples, vibrant works of architecture, on a par. Besides the beauty of outline, these wonders of Hindu architecture have quite fantastic surface decorations on their outer walls: celestial beauties, amorous couples, gods and goddesses, serpents and sculptured elephants. Built between A.D. 950-1050 only twenty remain out of an original proud group of eighty-five. An archæologist would want to spend days here, and simple accommodation is available in a local Circuit House. As I wandered round during our excursion in a dazed state, I felt that if I saw nothing else in India my journey would have been well repaid. Apart, however, from the special Sunday air excursion, access to this " dead " temple city in Central India is rather arduous.

From Delhi to Agra takes forty-five minutes by air; and I stayed at the comfortable Lauries Hotel—a real Victorian period piece. My first visit was to the Royal but long-deserted city of Fatehpur-Sikri, the creation of Akbar. Nearly seven miles in circumference, the city was surrounded on three sides by a wall, on the fourth by a large artificial lake. Its outstanding architectural glories are Akbar's throne room; the tomb of Salim Chishti, a delicate casket of white marble; and the huge Gate of Victory, whose grandeur makes it the finest gateway in the world.

There is much of interest to see elsewhere in Agra, so a two-day stay is advisable. Of the Taj Mahal, I will merely remark that I was in no way disappointed with this most exquisite of all the world's monuments. Try, though, to time your visit during the period of full moon when the scene offered is sheer enchantment.

The journey by air from Agra to Calcutta, with a call at Benares, the most holy and ancient city of India, with its tiered array of shrines, temples and palaces, brought me to what Mr. Nehru called the " nightmare city of India." This second largest city in the Commonwealth, however, deserves a short visit, if only to see its teeming millions, many of them refugees. I liked its New Market, where you can buy almost anything under the sun: a pair of delectable pandas for £120, a baby bear for £15.

What a contrast is Darjeeling, most delightful of hill stations, which is dominated by perpetually snow-clad Kanchenjunga and is within sight of many other great Himalayan peaks, including Everest. I was fortunate in having perfect weather conditions when I drove out to Tiger Hill to see the sunrise, an unforgettable but bitterly cold experience. To reach Darjeeling I flew first to Bagdora (2 hours), thence by taxi (60 miles). There is also a light railway that takes 7 hours for the trip, a most enjoyable journey, however, for both road and railway rise through the most lovely mountain scenery. I have never enjoyed anything of its kind more. Incidentally, at Darjeeling I stayed in the Mount Everest Hotel, most contentedly.

The next leg of my itinerary brought me to Assam, an interesting but seldom visited corner of India. As I propose to cover this district in a future article I will say no more now than that I travelled to the Kaziringa Game Sanctuary, the stronghold of the Great Indian Rhinoceros. Here I rode for two hours on an elephant—a rather uncomfortable experience—and saw several of these one-horned animals at close range, as well as other wild game.

Back to Calcutta by air from Jorhat, and then to Madras, in three hours by air. I liked Madras, with its memories of early colonial discovery, the best of all the great Indian cities. I was also most comfortably looked after in the Oceanic Hotel. An excursion south to Mahabalipuram showed me a group of remarkable seventh-century temples, heavily embellished with sculptures carved in solid granite. There is a pleasant Government Bungalow, too, where one can stay for less than a pound a day; and a marvellous beach within a few yards. It 's the perfect place for a restful holiday.

Again, by magic flying-carpet, I came to Bombay, with its beautiful harbour, and then on to Aurangabad (90 minutes) to visit the caves

Right: The Shri Lakshminaryan Temple, one of the modern buildings of Delhi, was opened by Gandhi in 1938. It is dedicated to the Hindu God Naryan and the Goddess Lakshmi

THE B.O.A.C. SUNSHINE CLUB

The ever-enterprising B.O.A.C. has just launched its new Sunshine Club. The main aim is to " Save now . . . to fly later," which is just the reverse of Fly now and pay later, already in existence, but not always very satisfying. For it is not much fun having your holiday and then finding the cost of it goes on and on. How much pleasanter to make regular savings in advance, and fly off to sunshine climes without a financial worry. The new scheme is simple. You complete an application form from any B.O.A.C. or appointed travel agent's office. With an initial payment you receive a special Payment Book, and after that you can pay in regularly. Members of the club receive a certificate of membership, and are eligible to buy the Club's tie or a woman's silk scarf. In addition, a bonus of 3 per cent. is given on the total sum paid in. As an example, a fifteen-day inclusive holiday in Bermuda will entail twelve monthly payments of £11—worth considering.

The Mylapore Tank, Madras, in front of the Kapaleeswarar Temple

Solid granite sculptures and temples at Mahabalipuram

The Parasnath Jain Temple, one of a chain of Jain temples in Calcutta dedicated to a tenth century Tirthankar

of Ellora and Ajanta, which constitute some of the most remarkable monuments in India, a fine combination of architecture, painting and sculpture. Along with Khajuraho, I give these stupendous temples my top three stars. Near Aurangabad, there is also the fascinating "dead" city of Daulatabad, with its citadel carved out of solid rock and approached by a subterranean tunnel.

Returning to Bombay, my next visit was to Ahmedabad, the "Manchester" of India, but containing many lovely architectural monuments. I found, however, that I was chiefly attracted by Sabarmati Ashram, the home for many years of Mahatma Gandhi, Father of the Nation; and Balvatika, a most remarkable children's park planned and managed by Mr. Reuben David, a genius-idealist, with the help of the far-sighted Municipal Corporation. This wonderful fairyland, of international fame, offers opportunities to children for their physical, social and cultural development. It is a model for educationalists in other lands, and nothing in modern India delighted me more.

The final leg in my Indian journey brought me to Udaipur, city of lakes and palaces. It was a conclusion to a journey that I can never forget. I urge all readers to resolve that one day they, too, may take the holiday of their life: in India.

For further information, apply to the Government of India Tourist Office, 28, Cockspur Street, London, S.W.1.

The Caves of Ajanta, a crescent of Buddhist chapels and monasteries, date from about 200 B.C. to about A.D. 650

BOOKS

SHAW—MUSIC CRITIC

Adventure in the South Seas; life on Orkney and Shetland; and this week's novels and short stories

Bernard Shaw once said: " I could make deaf stockbrokers read my two pages on music, the alleged joke being that I knew nothing about it. The real joke was that I knew all about it." And so, to an extraordinary degree, he did. Sixty-seven years ago he was writing with typical wit: " My own plan was a simple one. I joined the staff of a new daily paper as a leader writer. My exploits in this department spread such terror and confusion that my proposal to turn my attention to musical criticism was hailed with inexpressible relief, the subject being one in which lunacy is privileged." This, in fact, is the first statement in a volume of hitherto uncollected writings, edited by Mr. Dan H. Laurence who, as Shaw's bibliographer, has an incomparable knowledge of his work. HOW TO BECOME A MUSICAL CRITIC (Hart-Davis. 25s.) is full of treasures: articles on Wagner as an orchestral conductor, on a concert by Grieg, on the future of British music or on singers from Tamberlik to Heddle Nash; debates with Ernest Newman and more than a dozen of his famous contributions to the *Star*, over the signature of Corno di Bassetto. The final inclusion is a brief piece published in 1950 with the confident title of *We Sing Better Than Our Grandparents*! The one thing which all these pieces, written in such varying styles, have in common is indeed Shaw's love, appreciation and, above all, his understanding of every kind of musical performance.

CORAL AND COLOUR OF GOLD (Faber. 21s.) is a lyrical title which decorates an appropriately coral and gold jacket. The book is by Commander Roy Struben, who is a South African with a fascinating history to relate. Although he is now farming in Cape Province, Commander Struben has known far more adventurous days and it was when he was invalided out of the Royal Navy in 1929 and thereafter spent three depressing years in London that the vision of being master of his own ship first came to him. The Mediterranean was out as a scene of action because, says the writer, of the colour question, involving his red hair and the prevalent swarthiness of complexion. Dismissing that as a joke in dim taste given his country's current attitude, I may say that the rest of the book is quite enchanting, modestly told and full of the triumphs of common sense and initiative against fairly big odds. Incidentally—and quite importantly—coral is the chief danger to small ships in the Pacific seas where the Commander voyaged and the colour of gold is the first promise of the ore for which, on and off, he was searching. On the whole, a rewarding book, told with the minimum of pretension and great vigour.

THE FAR-FLUNG ISLES (Robert Hale. 21s.) of Mr. Garry Hogg's title are Orkney and Shetland, less romantic in sound and certainly less amenable in weather than Fiji and *its* widely-spread neighbours, but a wonderful source for research and a magnificent region

MR. ERSKINE CALDWELL, the famous American novelist, takes down a book while attending a cocktail party held in his honour at the offices of the U.S. Information Service in Milan. He is accompanied by his wife

(if one can endure the wind and chill) of natural beauty. Up there, off the north-eastern tip of Scotland, the people of these stormy islands raise their incomparable sheep and tiny ponies, knit their lace-fine wool and, in the long, long evenings, often gather to sing together. Mr. Hogg and his author-wife took many recordings of these words and songs during their stay in the north and also took a great many photographs, some of which enrich the present book, though one would have enjoyed more front views and fewer back glimpses of Mrs. Hogg than at present are vouchsafed us.

I suppose that there never was a period in which the problems of the young were so widely, constantly and articulately discussed as now. GROWING UP ABSURD (Gollancz. 21s.), by the American writer, Mr. Paul Goodman, examines what he rightly calls the problems of youth in the organised system and does so, naturally enough, from the viewpoint and from the findings in his own country. There is, nevertheless, an application to our own situation in much of what he has to say. His two subjects, co-related here with considerable effect, are " the disgrace of the Organised System of semi-monopolies, government, advertisers," and so on, and the disaffection of the younger generation. This book, however challenging and provocative, which indeed it is, makes stimulating reading and to the serious student of our times, really important reading.

Mr. Goodman does not deal specifically with the Beat Generation or with juvenile delinquents except as inevitable offshoots of contemporary civilisation. Mr. Elias Wilentz and Mr. Fred McDarrah, on the other hand, the first as editor and the second as industrious photographer, have devoted what amounts to a small album of text and pictures to THE BEAT SCENE (Weidenfeld and Nicolson. 14s. 6d.). The writers and poets anthologised here in brief have youth as their common denominator and the long list of their names

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NO HIDING PLACE

The pursuit and capture of Adolf Eichmann

Books about Adolf Eichmann, the man whom Hitler charged with the task of achieving the " final solution of the Jewish problem," are coming off the press with a regularity and an urgency dictated by the fact that Eichmann's trial is due in April, and the scanty known facts that they purvey will soon be out of date. EICHMANN: MINISTER OF DEATH (Cassell. 18s.) is the work of Quentin Reynolds, Ephraim Katz, and Zwy Aldouby, and is for the most part a representation of already published material about the mass extermination process. There is a certain amount, too, about Eichmann's post-war wanderings, bringing out the significant point that this man, who made so many walk in fear, has himself grown in fear of all mankind with each succeeding year. For him there has been no hiding place, and one suspects that his prison cell in Israel is to him almost a sanctuary.

Moshe Pearlman in THE CAPTURE OF ADOLF EICHMANN (Weidenfeld and Nicolson. 16s.) brings out this same point, and shows after Eichmann's capture in the Argentine his complete readiness to sign on the dotted line, to let his captors do with him as they will, to aid and abet them in fact in making his passage to Israel neatly legal. Mr. Pearlman's book is authoritative in the sense that the author is intimately knowledgeable about the background of the relentless Jewish hunt for Eichmann. It is a curtain raiser for the trial of the least known of all the leading Nazis.

From the man who killed millions let us turn to the man who cured millions, none other than the great Alexander Fleming. André Maurois' FLEMING (Methuen. 12s. 6d.) is a most sensitively written biography, dramatic in quality, perhaps, but emphasising the serenity and quiet charm of the man who made one of the great scientific discoveries of the twentieth century. Leonard Smith has adapted the book for young people; it remains most absorbing and inspiring.

Two heroic figures upon the American stage loom large in two new volumes of immense interest, the one, Supreme Court Justice Felix Frankfurter, a Democrat, and the other, a Republican, Secretary of State John Foster Dulles, a dour lay churchman and unbending Presbyterian, an overly legalistic fellow, some said, but in the final analysis a man of stature whom the world came to respect deeply. FELIX FRANKFURTER REMINISCES (Secker and Warburg. 25s.) takes the form of a series of recorded talks by Frankfurter with Dr. Harlan Phillips. These talks cover the years from the time when Frankfurter went on missions for President Wilson, through the exciting period of the New Deal, when life was "so rich, abundant and stimulating." There is a personal interview with F.D.R. which, despite the fact that it describes a meeting of two old friends, seems to conjure up all the majesty of the Presidential office.

DUEL AT THE BRINK (Weidenfeld and Nicolson. 21s.) is the work of Roscoe Drummond and Gaston Coblentz, who have attempted to show some of the major pluses and minuses in the controversial career of Dulles, who probably had put much more on the credit side of the balance sheet than many people realised at the time of his death, not least a massive support for the idea of a European common market.

AMERICA IN THE MODERN WORLD (Hamish Hamilton. 15s.) is yet another new piece of Americana by D. W. Brogan. It is based on lectures at Rutgers University, and the intention is to show the United States struggling, more or less successfully, through a host of political difficulties at a period when things are by no means going her own way. Once the international game was twisting the lion's tail; now the game is plucking the eagle's feathers.

Edgar Ansel Mowrer follows rather the same line of American examination in A GOOD TIME TO BE ALIVE (Sidgwick and Jackson. 18s.), for this political philosopher of more than forty years' standing, and a Pulitzer prizewinner, is determined that the self indulgent, work-shy elements in the American nation shall understand the true measure of their own responsibility, the opportunities that really lie ahead. Here is a prophet fully well worth reading, for he writes with much skill and judgment.

R. C. E.

includes such comparatively well-known ones as Allen Ginsberg, Jack Kerouac, one of the early figures in what remains more of a mood than a movement, and Seymour Krim. All tremendously interesting and not a little depressing.

THE LECTURE (Chapman and Hall. 14s.) is a collection of nine short and self-contained stories by Mr. Noel Blakiston, which I commend to your attention. Mr. Blakiston's style is smooth without being too facile and worldly though on the compassionate side of cynicism. He is not interested, it seems, in characters of heroic stature and in many ways this is a relief to the reader who finds the scale of these sometimes mild and sometimes baroque adventures both reasonable and easy to approach. I finished the volume all too quickly and look forward to the next batch, if such is within the author's plans.

The poor old 1930's have recently been taking such a battering from novelists, politicians, commentators and anyone who relishes a safe coconut-shy that a new book set in that decade can make one feel quite apprehensive. It has remained for Mr. Frederic Prokosch to write A BALLAD OF LOVE (Secker and Warburg. 16s.), a sensitive and at the same time sophisticated love story set in Paris, Texas, Venice and Morocco, to prove that situations in love and out of it remain fairly constant and that not even the threat of total war can wholly annihilate some emotions.

Mr. Geoffrey Horne's adventure story, Buchan-cum-William-le-Queux, has the refreshing flavour of a period when virtues could be said to exist in sharpest black-and-white contrast and when good men and bad were not differentiated by subtle changes of ideology but were incontestably either Good Men or Bad. THE PORTUGUESE DIAMONDS (Chapman and Hall. 14s.) is, in other words, a straightforward story of beauty in distress, rescued by tough, brave men in settings of exotic hardship and danger.

Vernon Fane

CULTURE MARCHES ON

Keen intelligence, originality and integrity made of Raymond Williams' *Culture and Society* a memorable study, lucid enough to sustain the interest of the half-educated like myself. Its sequel THE LONG REVOLUTION (Chatto and Windus. 30s.) I found much more difficult reading. For one thing, it is a chaplet of pearls, essays and short studies strung together, and the author himself prepares us to expect stiff reading by admitting that facts and trends on which his arguments are based have moved unexpectedly fast since he planned his sequel, and that most of those trends and pointers are still hesitant and uncertain, and until their direction is more firmly established, they must be used with reserve to support a theory of cultural or democratic development.

Stiff reading he certainly is for the ordinary reader; thus:

Existentialist thinkers have made a distinction between the "authentic self" and the "unauthentic" . . . Thus Kierkegaard argues that society presses us to be "objective" and "typical" and that we must break through this to our own existence.

And:—

Jaspers sees modern society as offering the "unauthentic self" as a whole version of man.

These and such-like are terms too deep for me, and I am less at sea in the latter half of the book among studies of the growth of the popular Press and of standard English . . . until I come to Realism and the Contemporary Novel, when once again I am submerged. But I accept it that there is a revolution going on and that it is a long one. Some say it has been going on since the creation. Certainly, during one man's allotted span, I have viewed myself and my neighbours rather as flotsam carried along on a dark, swollen river, jostled into a backwater or carried far out to the unknown sea—and if indeed "the true security is to be found in social solidarity rather than in isolated individual effort," perhaps my sombre picture is not so far out.

John Gore

Dr. Klemperer, holding a score of *Fidelio*, is with from left Sena Jurinac, Jon Vickers, John Dobson, and Elsie Morison

Leading roles in *King Kong* are played by Nathan Mdledle (King Kong) and Peggy Phango (Joyce)

FIDELIO *at Covent Garden*

The most eagerly awaited event of the opera season at the Royal Opera House was the return to the orchestra pit of Dr. Otto Klemperer, the maestro of Beethoven conductors. All the performances of *Fidelio* he is conducting with great distinction this season were sold out long before the first night. The new production is also by Dr. Klemperer.

KING KONG *at The Princes*

Further visitors to London are the African company of the exuberant musical telling the story of King Kong, based on the life of a Zulu heavyweight boxer. Highly successful in South Africa, it is a blend of western influences and work songs, Zulu dances and penny whistle troupes.

THE CONNECTION
at the Duke of York's

After a long run in New York, Jack Gelber's play about drug addiction reached the West End to be greeted by a storm of controversy. The author has dispensed with plot and other dramatic devices in order to convey the boredom of a group of addicts.

In a scene from *The Connection* are Warren Finnerty as Leach and the jazz alto-saxophone player, Jackie McLean

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Malcolm McAlpine

Sir Malcolm McAlpine, K.B.E., A.I.C.E., is head of the civil engineering and building contracting firm of Sir Robert McAlpine and Sons Ltd. Some idea of the vast scope of the firm can be gained from the fact that it is at present engaged on four of the biggest civil engineering contracts in Britain—the new Shell headquarters on London's South Bank; two nuclear power stations—Bradwell and Dungeness; and the vast new steel works of Richard, Thomas and Baldwin, near Newport. Thomas Malcolm McAlpine, son of the founder of the firm, was born at Hamilton, Scotland, in 1877. He was educated at Kelvinside Academy. He married in 1903 and has three sons in the business. During the First World War he was chairman of Home Ores Committee at the Ministry of Munitions; in the Second World War, he held various official posts, including the chairmanship of the War Office Committee dealing with Mulberry Harbour, and was a member of a panel of industrial advisers to Sir Kingsley Wood, when Air Minister. Sir Malcolm is chairman of the Dorchester Hotel; a member of the Council of London Master Builders; and a member of the Council of the Federation of Civil Engineering Contractors since its inception, and a vice-president. He served many years as county councillor and J.P. in Surrey. Until last year he was president of the Racehorse Owners' Association, of which he was a co-founder. He is a keen sportsman and traveller, and a successful racehorse owner over fifty years. Among his successes are the 1921 Grand National, the 1953 Ascot Gold Vase and the 1952 One Thousand Guineas. His home is at Cobham in Surrey

HEAVYWEIGHT CONTEST IN ALUMINIUM

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

When the bitter City battle at the end of 1958 about who should take over British Aluminium was followed by other amalgamations between American and British companies in the aluminium business, people in industry wondered how much change it would make in technical and commercial terms, as distinct from financial. Eighteen months to two years, perhaps, is too short a time to judge. But one can see already some significant technical developments in the industry that stem mainly from the transatlantic initiative, allied with a spurt in consumption of aluminium; and most of the British units in this industry, teamed up or not, seem now to have bigger plans for expansion than they were prepared to disclose say two years ago.

These plans are fairly well advanced towards becoming reality. Alcan Industries is possibly the largest producer of fabricated aluminium products in Britain; since long before the latest wave of American capital came into the British business this firm, formerly known as Northern Aluminium, had been a subsidiary of Aluminium Limited of Canada. By the middle of this year its extensions at Rogerstone, near Newport, should be complete, having raised the capacity of the rolling mills there by about 50 per cent. to 70,000 tons. Alcan's total capacity will then be about 130,000 tons; during 1960, perhaps feeling the newcomers breathing down its neck, Alcan also bought a half-interest in the smelting plant of Enfield Rolling Mills, which makes special alloys for aluminium castings.

Reynolds-TI Aluminium, the alliance that won the battle for British Aluminium, must be practically equal to Alcan in output now, and is also in the process of increasing its capacity, to 130,000 tons or slightly over, if perhaps not quite so soon. With British Aluminium the group took over the only British production of virgin aluminium at Falkirk in Scotland, some 30,000 tons—plus its own new smelter at Baie Comeau, in Quebec, which offers it virtual self-sufficiency in supplies of primary metal. In general, aluminium is a metal for which Britain has not enough cheap electric power to justify primary production.

This is one of the few industries in which Imperial Chemical Industries operates in a relatively small way; but its 1960 alliance with the Aluminium Company of America, which is the world's largest producer, presumably means that its ambitions are by no means small. Metals are not a new interest for I.C.I., which has always been a substantial fabricator of copper and brass; but higher growth on the aluminium fabricating side might suit the company particularly well. For some years, I.C.I. has been spending large sums on the development of some highly interesting metals such as titanium and beryllium, but though these soak up a large amount of research effort the demand for them is still relatively small. Copper and brass are traditional metals, one may seek economies in cost by more efficient fabrication techniques, but on the face of it they do not offer great scope for the development of new uses. Aluminium is at once a substantial "tonnage metal" and one in which there are exciting possibilities of further technical development. No British company would seem better equipped with development resources than I.C.I.; yet its experts are prepared to admit without demur that they have been able to learn a lot about aluminium rolling and extrusion from Alcoa, since the formation of Imperial Aluminium Company (Impalco).

If Impalco's capacity is put at about 25,000 tons of finished aluminium products a year, James Booth Aluminium would be the fourth producer in the industry, with a capacity slightly below that. Delta Metal originally owned the whole capital of this aluminium fabricator, which is particularly strong in extruded section and plate production, but sold a half-interest in it in December 1959 to Kaiser Metal, the third of the great American aluminium producers. During this year James Booth will be increasing its capacity considerably, bringing in among other new facilities a very wide plate mill.

For the British companies, this series of linkages with American producers offered a considerable addition of new capital and what is possibly more important, a big import of technical and commercial know how. The United States has led the world in the efficient operation of rolling mills and extrusion techniques; it has been equally advanced in devising new kinds of application for aluminium—which, for a metal making its way largely into fields that other metals occupy already, can be an uphill task.

For the American companies, the take-overs and amalgamations unlocked a market in which they foresee more rapid expansion than they are counting on at home. The big American producers do not make any bones about this. The United States already consumes about 23 lb. of aluminium per head of population, against 12½ lb. here (and an average of no more than 6 lb. a head in Western Europe as a whole). The major producers there feel that during the '60's it will probably be easier and cheaper to promote a rapid expansion of consumption on this side of the Atlantic than on their own. Though they are looking forward to a "natural growth" of about 50 per cent. in the United States, they think European consumption can be pushed up by perhaps 75 per cent. This is not simply a matter of sales promotion for aluminium; they are reckoning on a decade of faster growth in the whole Western European economy than in the American.

The kind of rapid growth in consumption of aluminium products that they are postulating here and in Europe, however, will require a much wider acceptance of the metal for a variety of uses. Aircraft has always been an important user industry, though in Britain it employs no more than 5 per cent. of the total output of finished products: aluminium fabricators cannot count on any expansion here, even though the run-down in aircraft production has been much slower and milder than was expected.

However, the industry hopes that other forms of transport may be able to make up for any decline in aircraft demand. Railway rolling stock is beginning to use quite significant quantities of aluminium; commercial vehicles already do; and fabricators feel that the day may be approaching when they will be able to get aluminium cylinder blocks into mass-produced cars in Europe as they have in certain of the compact cars now introduced in the United States. The metal is already in cars to quite a significant extent—perhaps 50 lb. in a medium-sized car. British liners also, are ahead of the world's shipping in the tonnages of aluminium they are now using, particularly in superstructures. The electrical industry is using more and more aluminium for transmission lines and cables. Packaging is a growing market—although little demand has yet been generated for the aluminium can—aluminium foil and collapsible tube are achieving steadily wider application.

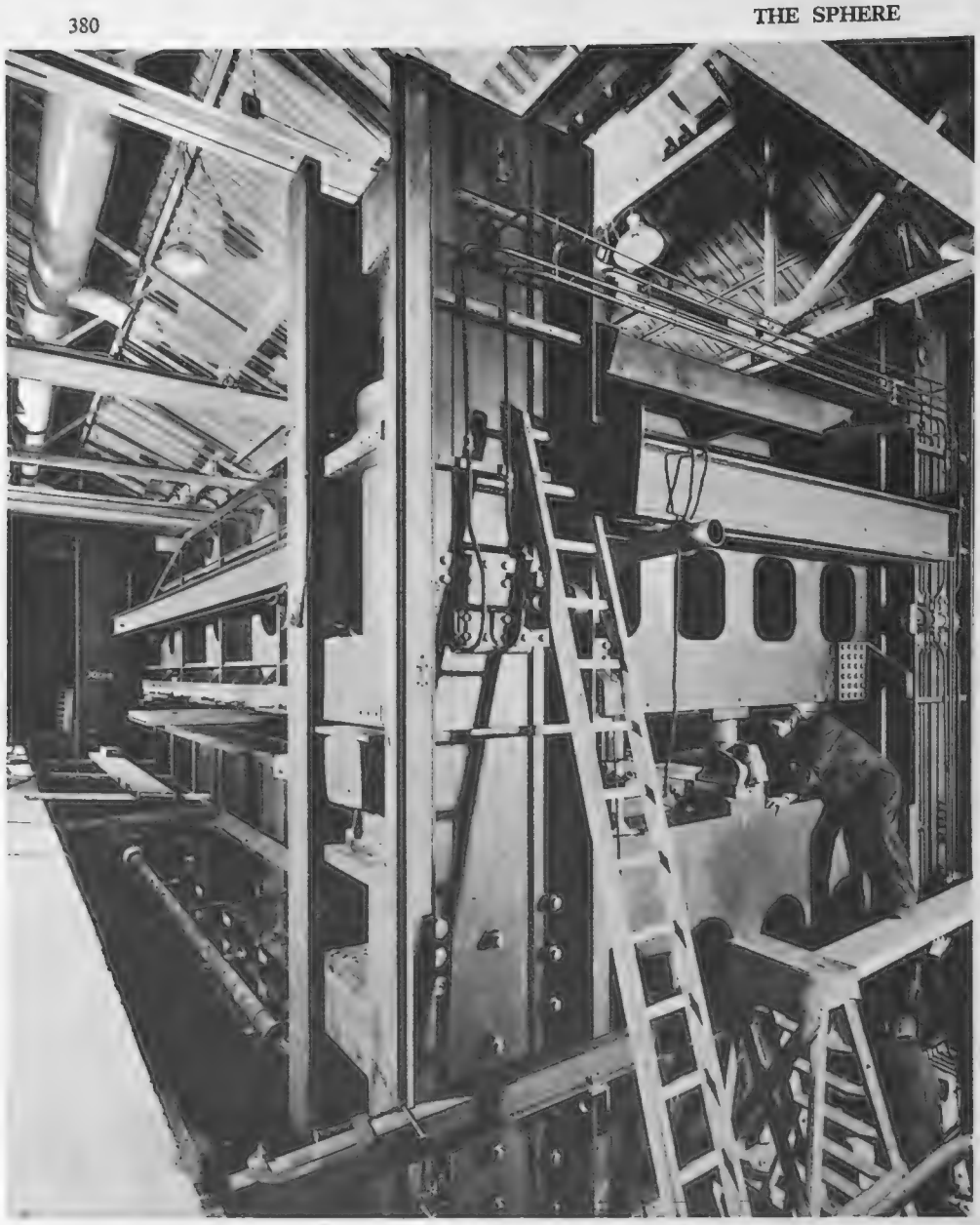
A strong motive for the main American producers to penetrate markets where they can boost consumption by stimulating a number of the selling lines already successful in the United States, came from the general supply situation of aluminium right across the world. Although consumption is advancing fairly rapidly, the free world at present still has in being perhaps 20 per cent. more production capacity than present

A sandwich of two sheets of pure aluminium and a slab of aluminium alloy before rolling at Aluminium Laboratories Ltd., Banbury

demand requires; and there are many significant new production facilities planned throughout the world over the next decade or so, from the Volta River scheme down. Yet the policy that might be logical both in terms of surplus capacity and of extending the uses of a still rather specialised metal—reducing prices to promote consumption—is one that the producers may find it hard to follow.

Though the price of primary aluminium ingot dropped from £197 a ton in 1956 to £180 a ton in 1958, it went up to £186 at the end of 1959, and recently there has been talk in the industry of a further increase in prices. There are always some aluminium producers round the world prepared to sell at discounts under the prices officially set by the leaders; but these leading companies have been facing steady rises in wages and other operating costs and have had to find large amounts of new capital both on the producing and the fabricating and selling sides. This is an industry that has to bank on expansion and invest for several years ahead; it is always in danger of getting its facilities for different stages of the business out of balance.

The main hope of keeping up or even increasing its momentum, therefore, lies in technical development—not only of ways to use this metal, but of cheaper ways to make it. Here, it would seem, there are significant possibilities; one or two of the world's leading companies have processes not far from full-scale production that are said to offer economies of up to 50 per cent. in capital costs. Such developments could break the circle in which even a maturing "growth industry" like this one is still caught; that it needs to reduce its prices in order to widen demand, while not until it can achieve really large volume of output can it afford to reduce the prices.



A heavy press with a full thrust of 3,000 tons is erected at the works of the de Havilland Aircraft Co. Ltd. at Hatfield. It has been supplied by Head Wrightson Teesdale Ltd., a subsidiary of Head Wrightson and Co. Ltd. The press is designed for the Redux process of bonding metal to metal by adhesion under temperature and pressure control. (This replaces rivetting metal together.) It will be used to bond the aluminium sheet wing surfaces to the ribs of the wing assembly of Comet airliners. Sections up to 36 ft. by 9 ft. can be handled by the press, which is of welded construction. Each of the main top and bottom platens comprises four fabricated H sections tied at the ends by heavy cross-beams. The four main rams are each of 750 tons capacity, single acting, and are arranged within the corner posts. Upward travel is arranged through four secondary rams, each of 100 tons capacity, and mounted in line with the main rams. Process and press controls are housed in a cubicle positioned to give a clear view of the operations. The pumps and valve assemblies are arranged below floor level adjacent to the press

HEAVY ENGINEERING

Right:
Aluminium strip comes off one of the hot rolling mills at Falkirk of British Aluminium Co. Ltd., one of the rolling processes for slab aluminium at the Scottish plant

This liquid oxygen storage tank is part of the facilities under construction at Lake Hart, a rocket range in the Woomera area of South Australia. It was designed to hold 16,000 gallons of one of the propellents for the Blue Streak missile (originally a military weapon and now under consideration for civil space programmes). The tank is vacuum insulated to prevent the oxygen boiling off. It has been reported one launching pad at Woomera for Blue Streak has been completed. Besides the storage tanks for liquid oxygen, kerosene and nitrogen, there is a long causeway at the end of which is the launcher and a huge, mobile servicing tower

At Danville, Illinois, a workman is dwarfed by what is claimed to be the largest drag bucket ever manufactured. It is being prepared for shipment to Brazil for use in open coal-mining. The drag, which is made of steel plates up to 5 ins. thick, will be able to take " bites " of up to 50 tons of raw material. It is designed to be worked by a power shovel with a 220-ft. boom, which could, for instance, dig material 170 ft. below ground-level, then cast it on a pile up to 110 ft. high and 400 ft. away

At Claydon, near Ipswich, a pair of large lime kilns is assembled before being dismantled and sent to Russia. They form one of two pairs of lime kilns being supplied by the Ipswich firm of Cocksedge and Co. Ltd. under a sub-contract to Vickers and Bookers Ltd. This firm obtained a £7,500,000 contract from the U.S.S.R. to supply and erect two 5,000-ton beet sugar factories. The kilns will burn the limestone necessary for the manufacture of milk of lime, which is used in the process of cleaning the raw sugar juice. Each pair of kilns will produce 130 tons of burnt lime every twenty-four hours. They consist of a 44-ton steel shell with a fire brick lining weighing 330 tons. Total weight when installed and working for each pair will be 900 tons

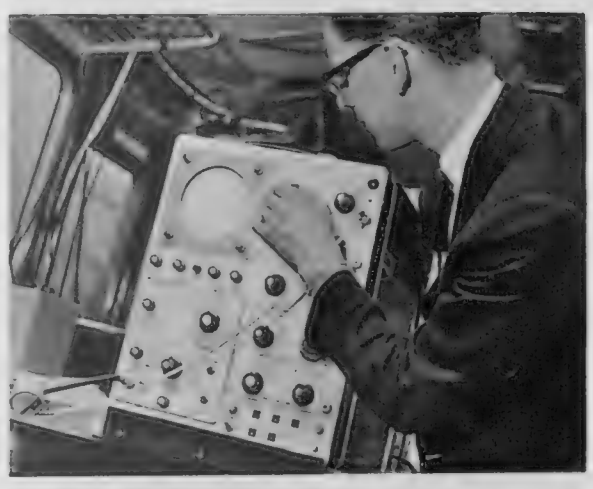
INVESTIGATING THE ELECTRIC TRAIN FAILURES

Technicians at work in the mobile laboratory three-car unit running on the North East London lines of the Eastern Region

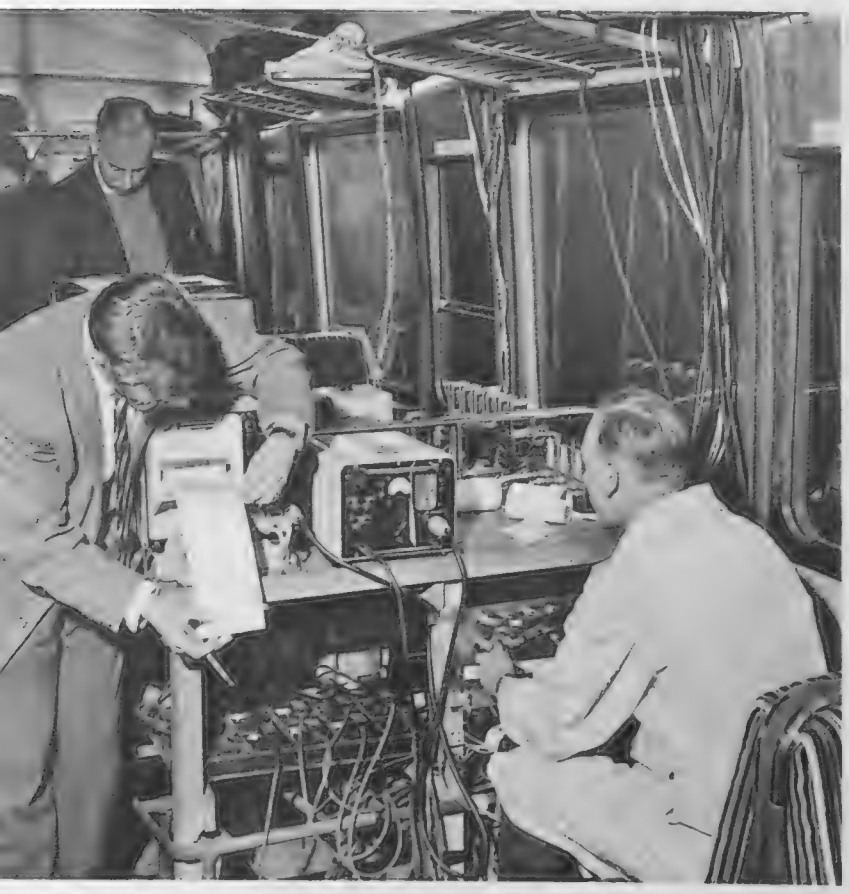
A mobile laboratory is now running on the suburban railway lines of north-east London to investigate the working conditions on the new electrification system and to discover the reasons for the failures of new trains on the system. A three-car unit, No. 408, has been fitted out by The General Electric Company Ltd. in consultation with the British Transport Commission. It is running coupled to another three-car unit so that its tests are representative of normal six-car train working. Testing is being carried out by night as well as by day on these busy suburban routes.

Stripped of its seats, the saloon of 408's motor coach has been fitted with instruments to measure and record voltages and currents at every stage of the train's traction system, from the pantograph, which takes current from the overhead line, through switching devices, the transformer, rectifiers and chokes to the motors. Cathode-ray oscilloscopes are being used by G.E.C.'s eleven-man test team to find out what is happening in the circuits under normal conditions. Some of these oscilloscopes can give a picture of electrical changes occurring in millionths of a second. Other instruments include an ultra-violet direct recorder which can take measurements at twelve points at a time in the traction system; its ultra-violet lamp burns traces in paper to record continuously all twelve readings to give a composite picture.

British Railways are pioneering a new system with these trains. On no other railway in the world are there intensive suburban services with trains operating from two voltages—25,000 volts and 6,250 volts—at different times. It should be emphasised that the troubles which have been experienced did not occur at the switch-over from one voltage to the other, but during running on the lower voltage. The trains ran perfectly for thousands of miles when on test on 25,000 volts.



Left: A G.E.C. technician uses an oscilloscope to discover what is happening in various circuits under running conditions



An ultra-violet direct recorder giving a composite picture of working conditions

Right: A cathode-ray oscilloscope measures voltage in the overhead line

Escorted by tugs, the oil tanker *Sepia* moves to her moorings after being launched at Birkenhead. The vessel, which is being built in the yard of Cammell Laird for Shell Tankers N.V. Rotterdam, should be commissioned in the summer. *Sepia* (65,000 tons deadweight) will have a swimming-pool. All accommodation is to be air-conditioned

MORE TONNAGE ON THE SEA

The 4,000-ton passenger ferry, *Holger Danske*, sets out from Hamburg, in West Germany, for Oslo. From the Norwegian capital she will open a new ferry service across the Skagerrak to Aarhus, in Denmark. *Holger Danske* will carry 900 passengers and 130 light cars

The *Edward Stevinson* is a 47,300-ton deadweight oil tanker, seen here undergoing her sea trials. She has recently completed these trials and has been handed over to her owners, Stevinson, Hardy and Co. Ltd. The ship was built in the Belfast yard of Harland and Wolff

The *Funchal*, believed to be the largest passenger ship ever built in Denmark, is launched at Elsinore. The 12,000-ton vessel to carry 500 passengers has been ordered by a Portuguese shipping company

INDUSTRY AND THE STOCK MARKET

CLOTHING MILLIONS

By "THE SPHERE" CITY CORRESPONDENT

There is an air of suitably springtime gaiety among most of the clothing manufacturers just now for indications are that public buying is well maintained and order-books are comfortably full. Mr. L. Carr-Jones, head of Susan Small, the women's dress firm, has said that the outlook looks promising and he is confidently expected to tell a success story when he reports in a few weeks on 1960's trading. Mr. T. A. Fairclough, chairman of the £10,000,000 Tootal enterprise, has said of the current year: "If the trend continues we would expect the next results to be at least comparable with those of 1959-60." And Mr. L. Harris, chief of the L. Harris (Harella) firm, specialising in women's and children's clothes, has already disclosed that last year's sales were considerably higher than those of 1959.

Although public spending on clothes has been rising slowly and steadily over the last few years, the fortunes of the main manufacturers have fluctuated, often dramatically. If one deducts the amount involved in rising prices, last year's spending on clothes was well over £1,200,000,000, compared with under £1,000,000,000 six years earlier. At actual prices the increase was, of course, greater. But because clothing prices have lagged behind those of most other consumer goods, the proportion of our total incomes that we have spent on clothes has fallen slightly to about 8 per cent. in the last five or six years.

In an industry where the small companies predominate, the giants include Ellis and Goldstein, Pasolds, N. Corah (St. Margaret), Aristoc, and, of course, Tootal. With the exception of the last two, it is doubtful whether their names are familiar to the public who are their customers. By general industrial standards none of these except Tootal and N. Corah should really be called a giant as their total assets seldom exceed £3,000,000. In the men's shirt industry there are more than 100 small firms, mostly private family-run concerns, but the bulk of the manufacturing is in the hands of a few, such as McIntyre Hogg Marsh, famous for Radiac shirts (now owned by English Sewing Cotton), and Wm. Hollins, the Clydella and Viyella shirt firm. Rael-Brook Holdings marketed its shares only in 1957 and it has had a remarkably successful experience since with profits rising from £181,000 to nearly £300,000. A new factory was recently completed and it will be surprising if profits in the current year are not well above £300,000. The company's main line is "Toplin" non-iron shirts with which it was something of a pioneer in the drip-dry sales war.

Another recent entrant to the Stock Exchange list is Mekay (Holdings) whose 2s. shares were offered to the public in the summer of 1959 at 6s. 3d. and now stand at more than 15s. It, too, specialises in shirts with a profitable sideline in pyjamas. It is run by the Kaye family, four of whom constitute the board of directors. Bonsoir Limited, which used to be called Silvro Manufacturing, is also well known for shirts and pyjamas and its profits have climbed steadily from £77,000 in 1952 to £94,000 in 1959. There can be little doubt that in 1960 they established a new record and there are hopes that the board may at last distribute a bigger dividend; it has been pegged at 20 per cent. for five years.

Probably the most relaxed people in the highly-competitive clothing industry are the makers of children's wear; fashions hardly ever change, which allows long production runs and there is a constant replacement demand as children grow out of their clothes. The leading company is Pasolds, famous for its "Ladybird" trade mark. It spins its own yarns, and dyes and prints and finishes before making up into about 1,000,000 garments a month which are sold through 4,000 stores in the U.K. as well as in sixty-five overseas markets. Its assets are only £2,600,000, yet its profits were a record £815,000 last year on a turnover of £4,000,000. It became public in 1957 when the "A" shares were offered at 10s. 1½d. each and taking account of a bonus share issue they have since increased in value almost ten-fold. Mr. E. W. Pasold, the chairman, recently said that the business was not growing fast enough to keep pace with demand at home and abroad; the development and expansion programme was therefore to be speeded up. Among other children's clothing firms are Bairns Wear, R. Rowley and Sharp Perrin.

The hosiery side of the industry includes makers of twin-sets and cardigans, as well as socks and stockings, and they are mostly small firms employing a few hundred. Aristoc is an exception, having assets of £3,000,000 and a respectably progressive profit record. The chairman, Mr. H. E. Williams, believes that "an important part of production and sales policy aims to attract the present-day teenagers who, apart from their current spending power, will be more likely to buy the company's products later on in life if they can be won over to them now." Aristoc is, however, busily diversifying its activities from stockings and has bought a majority interest in a furniture and upholstery company.

N. Corah (St. Margaret) manufactures mainly for Marks and Spencer. Because most of its production has such a first-class retail outlet, its shares stand at 33s. to yield about 3 per cent., a good deal lower than most in the industry. Corsets Silhouette is the leader of the "foundation garment" industry and its shares have doubled in price since they were first publicly marketed in 1959. The company is said to spend about £260,000 a year on advertising. Clothing is not in general an expanding industry. For investors wishing to have a stake in it, the best policy is to watch for marketings of new shares in progressive companies.

GOOD LIVING

By Ganymede

Very few of us these days possess a proper wine cellar, i.e., an underground space which is equally cool in winter and summer with very little variation in temperature suitable for storing and, even more important, maturing wine. Ideally a cellar temperature should remain between 50 deg. and 55 deg. Fah. at all times and be dark and well-ventilated. The problem of what to do if you have no such cellar, because you live in a flat or small house as most of us do, can be divided into two parts. For storage of small quantities, such as a dozen or two bottles, which are only kept for a relatively short time, a suitable cupboard or space can usually be found, even in most modern dwellings. Choose the cupboard with care, so that it is as far as possible removed from outside walls (to keep out winter cold and summer heat) and sources of heat, such as stoves, heaters and radiators. Racks for a dozen or so bottles can be bought to fit into a small space.

When it is only a question of storing bottles for gradual but almost immediate consumption, one need not be quite so fussy about even temperature, as small variations will not be fatal. According to Colonel Lambert, of Justerini and Brooks Ltd., even vintage port will not come to any harm by excesses of temperature, as low as 40 deg. and as high as 65 deg. Fah.

The difficulty is much greater when one contemplates the problem of "long-term" storage, the laying down of a chosen vintage for several years to mature in bottle and appreciate in quality and value. For this purpose a good cellar is indispensable. Fortunately, realising the present-day need for this, a large number of wine merchants are willing to store their customers' wine in their own cellars, in ideal conditions. Some firms do this completely free of charge; others make a small annual charge of 3s. per dozen bottles after the first twelve months. There is usually no charge for delivery, nor for decanting if that should become necessary. Sometimes it is possible to buy port or claret in bond, in which case the duty is not payable until the stock is required.

The service provided to customers by a good wine merchant is most comprehensive, and many people are not aware of all the facilities available. The habits and living conditions of the wine-buying public have changed a lot in the last fifty years, and the wine merchants have risen magnificently to provide for present-day needs. I was chatting to Mr. Rowell, of Berry Bros., the other day, and he referred to the old days with some nostalgia. "Those days are gone," he said, "when a customer would buy a pipe of port each for his country and his town house, and have the wine delivered as soon as we had bottled it. Often the port was bricked-up in the cellars so that it would not be touched for fifteen to twenty years. In contrast," he went on, "to-day we might get an urgent call for a bottle or two of vintage port on a Friday, needed for the week-end. We decant it and deliver straight away; it is all part of the service." This firm, like many others, provides several other services—they will supply drink on sale or return for parties and as many glasses as needed, free of charge, except for breakages. Sometimes the glasses are returned washed.

But the greatest service a good wine merchant offers to his client is his advice, and I often hear merchants say that they wish more of their clients would make use of this. Often the customer thinks that he knows as much as or more than his supplier and does not like to ask for advice: many times he is disappointed with the wine he buys as a result. To quote Mr. Rowell again: "Customers should taste in the shop before they order." To illustrate his point, he referred to the divergence of individual tastes on such an important aspect of wine as sweetness or dryness. What is considered dry by one person is not necessarily that to another. In the case of sherry an Amontillado type is often described as "dry," but it is only medium dry. A really dry wine, such as Tio Pepe, is regarded as much too severe by many people. What could be better than tasting the wine before buying?

Usually I cannot raise any enthusiasm for the typical American "cookbook," of the kind we have had published on this side of the Atlantic in growing numbers recently. This is only partly due to my dislike of the strange transatlantic taste in food. It is also caused by the often superficial and casual approach to the preparation and presentation of food. *The Marjorie Kinnan Rawlings Cookbook* (Hammond, Hammond and Co. 15s.) is a pleasant exception. Its author, of *The Yearling* fame, shows the right attitude to cooking and eating. Her recipes may appear strange to European palates in some cases. The semi-tropical ingredients produced in Florida, where Mrs. Rawlings does her entertaining, are mostly unobtainable here, but her general approach is so wholesome, her personality which permeates her recipes so charming, that I enjoyed reading her work, and I am determined to try and adapt some of her ideas at the first opportunity.

To illustrate what I mean, let me quote from her first chapter, entitled "To Our Bodies' Good": "Food imaginatively and lovingly prepared, and eaten in good company, warms the being with something more than the mere intake of calories. I cannot conceive of cooking for friends or family, under reasonable conditions, as being a chore." Don't be deterred by Alligator-tail Steak, Black Bottom Pie, or Gopher Stew, but have fun reading this instructive and amusing book.

Three Yugoslav students, a Spanish exchange teacher and a Finnish student at the Overseas Students' Centre

HOME FROM HOME

Photographs by HENRY GRANT

Young people from all over the world who arrive in London to learn English or take other courses are welcomed at the British Council's Overseas Students' Centre, a flourishing meeting place and club at 3, Hanover St., near Oxford Circus. Facilities include a lounge, a snack bar, a games room, a television room, a quiet study room, and a library. There is a wide range of English classes. The programme, which encompasses every day of the week, offers lectures, debates, " quiz " programmes, film shows, receptions, lessons in ballroom and Scottish dancing, Saturday night dances, Sunday concerts, and evening talks by prominent speakers.

Membership of the Students' Centre costs 7s. 6d. a term. It is open to all overseas post-graduates, students, trainees, assistants in schools, and visiting teachers, eighteen years old or more, who are taking recognised courses of study in the London area, and who are afterwards returning to their home country. Because accommodation is limited, priority is given to newcomers to Britain. But new and more spacious premises are planned for construction within the next few years. This will allow scope for extending the recent innovation of enrolling British members.

Students attend a class in English. They come from Iraq, Finland, Yugoslavia, Portugal, Egypt and France

W. Indian law students—Denis Daley, Richard Small, Ronald Small

At one of the Private Hospitality Receptions, Rotarians from Greater London meet some of the overseas students. From left are Mr. I. Islam, of Pakistan; Mr. Bayley; Mr. Freeman, of Ceylon; Mrs. Livingstone; Mr. Bayley, Junior; Mr. Livingstone; Mr. Ravji, of Tanganyika; and Mr. Malitham, of Nyasaland. **Left:** Among those taking part in one of the Scottish dancing sessions are Mr. Bandhari, of India; Mr. Sabri, of Pakistan; Mr. Nasserahmed Shami, of Pakistan; and Miss Volokov of Yugoslavia

MOTORING

VISIT TO GERMANY

At the Mercedes-Benz factory in Stuttgart and the D.K.W. factory in Ingolstadt

By **COURTENAY EDWARDS**

The most interesting feature of the new two-door coupé version of the Mercedes-Benz 220 SE is the use of British disc brakes—a Girling product—on the front wheels. It is the first Mercedes model to be equipped with disc brakes and when I was in Stuttgart for the announcement of the new coupé I asked Mr. Rudolph Ulenhaut, the German firm's technical chief, why he had adopted British discs. "Because they are the only ones available—and they 're good," he replied.

Simultaneously with the Daimler-Benz announcement came news that Fiat of Italy have also adopted Girling discs for their 1500 cabriolet: an open two-seater with a 1½-litre twin overhead camshaft engine. They are being fitted to all four wheels. The price of this model in England has been reduced by £92 to £1,749, tax included.

The British price of the new Mercedes is £4,133 10s. (inc. tax). In Germany, where there is no purchase tax, it costs £2,025, the same as the old coupé model it replaces. It is a handsomely-appointed 106-m.p.h. four-seater with an improved version of the fuel injection system which gives the 220 saloon such an impressive performance. During an extensive road test in Germany I found this rather heavy car a lively performer in spite of the fact that its 6-cylinder engine has a capacity—like the saloon—of only 1,960 c.c.

The British disc brakes give the coupé much greater stopping power than the drum-brake saloon version. Braking from low speeds in town traffic is as effective as with drums now that the pressure-boosting system has been made more powerful. This has removed the objection to discs formerly held by Daimler-Benz technicians. There has never been any doubt about their greater efficiency at high speeds and in fact they stop the 220 in 8 ft. less, from 95 m.p.h., than the model with drums all round. Compared with the old coupé the new model has 12 per cent. more passenger space, a lower roof line and better shock-absorbers. The improved fuel injection pump enables the car to accelerate away at full throttle immediately after a cold start.

While in Stuttgart I had a preview of the fine new Daimler-Benz automobile museum which was officially opened a few days later. It is a handsome three-storey building at the firm's Unterturkheim plant with 175 exhibits, including engines, an aircraft and a delightful old Daimler motor-boat built in 1888. Pride of place is naturally given to the two cars which Karl Benz and Gottlieb Daimler built independently in 1886, forty years before these two brilliant engineers joined forces. The old three-wheel Benz is a faithful replica of the original car, which has a place of honour in a museum in Munich; but the 1886 Daimler on view—a four-wheeler with tiller steering—is the genuine article.

At the Daimler-Benz museum I was delighted to renew acquaintance with Alfred Neubauer, former racing manager for Mercedes-Benz, whose flamboyant behaviour in front of the pits while directing his Grand Prix teams was a colourful feature of motor racing up to the time the German firm withdrew from the sport after the 1955 season. He showed me with justifiable pride the museum's wonderful racing car section which has been divided into three sections covering what Neubauer described as the Classical Era (1892 to 1914), the Supercharger Era (1921-1939) and the Experimental Period (1945 onwards).

Dominating the racing car section, which occupies a whole floor, is the streamlined six-wheeler, with a 44½-litre V-12 aero engine, prepared by Daimler-Benz in 1939 to stop the late Sir Malcolm Campbell's run of record-breaking triumphs. The war intervened but the car escaped damage and Daimler-Benz hoped to prepare it for a belated attack on the world record. They were unable to do so before the late John Cobb pushed the record up to 394·2 m.p.h. in 1947, so they abandoned the idea.

An exhibit which I found particularly fascinating was an old open Daimler which had an amusing device by means of which the owner, sitting in the back, gave instructions to the chauffeur. It consisted of a row of push-buttons labelled Left, Right, Faster, Slower, Stop, and so on. When they were pressed by the master an appropriate signal light came up on the dashboard in front of the chauffeur. I inquired about the identity of the car's owner and was told it was the car used by Kaiser Wilhelm when living in exile in Holland.

While in Germany I visited the factory at Ingolstadt, north of Munich, where the Auto-Union D.K.W. Junior is made. Auto-Union, which was taken over by Daimler-Benz in January 1958, came into being in 1932. It was formed by a merger of four car firms in Saxony who were not doing very well: Horch, Audi, Wanderer and D.K.W. (The initials means *Das Kleine Wonder* or "The Little Marvel.") The four interlocking circles making the Auto-Union symbol are a reminder that it was formed by an amalgamation of four separate companies. Auto-Union make their 1000S models at Dusseldorf, their D.K.W. Junior at Ingolstadt. Both models use a 3-cylinder, in-line, water-cooled, two-stroke engine to drive the front wheels. One has a capacity of 980 c.c., the other 741 c.c. Their road-holding, especially on slippery roads, is remarkable, and I was glad of the opportunity of trying out the latest models of both the 1000S and the Junior.

Since the Junior went into production in August 1959 in a spacious new factory at Ingolstadt 80,000 have been built and they are currently coming off the line at the rate of nearly 300 a day. (1000S output is about 250 a day.) I was impressed by the care taken to ensure that these cars are turned out with a good finish. The inspection system is excellent and I believe the Junior is the only car in Germany (or anywhere else as far as I know) of which the body shell is completely immersed in a tank of paint to give it its primer.

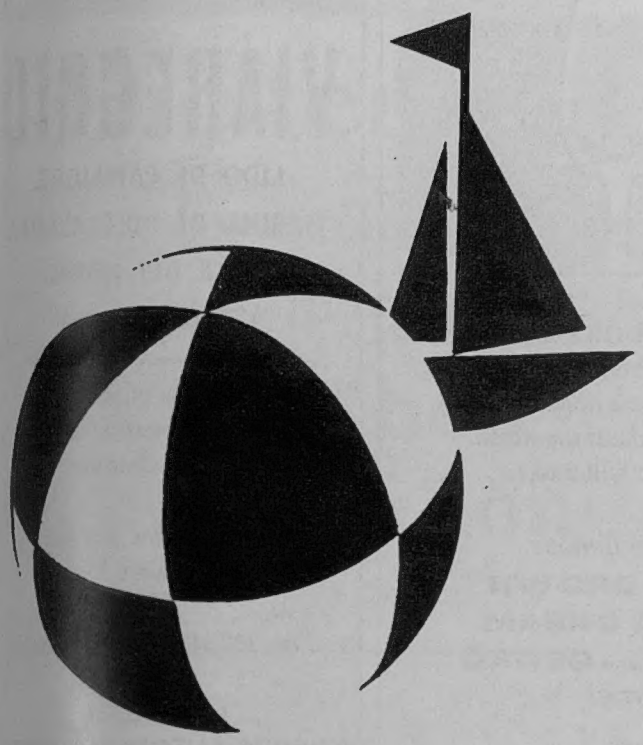
At Ingolstadt and Stuttgart the motor men I talked to were full of confidence about the future. Compared with the British motor industry the German vehicle firms did very well right through 1960 (in which production exceeded 2,000,000 vehicles for the first time) and in January record production and exports were achieved. Why is this? For one thing there is no sales tax in Germany and no purchase tax. The Volkswagen (which has a total output of 4,000 cars a day) costs only £395 and the D.K.W. Junior only £30 more. Another important factor is that there is still a big unsatisfied demand for cars in Germany, which has only one car to every twelve people compared with nine in Britain and France and seven in Sweden. There are still long queues for Mercedes-Benz products, with a delivery lag of sixteen months for 6-cylinder models and eight months for the smaller cars.

Briefly. . . . Goodyear are distributing free a first-class map of M.1. . . . Ekco announce a baby chair for use in the car (it hooks over the car seat) or at home. Prices range from £3 17s. 6d. to £7 9s. 6d. . . . Mr. Philip Copelin, genial American-born chairman of Vauxhall Motors, is retiring to take up a General Motors appointment in New York and will be succeeded on April 1 by fifty-six-year-old Mr. William Swallow, a Yorkshireman who was with Pressed Steel before joining G.M. in 1947. . . . Trico-Folberth announce a new Roto-Matic screen-washer (27s. 6d.) which has a plastic bag and a dashboard control that you simply twist. . . . Webbair, "motor racing's own air service," are organising special flights to nearly twenty Continental fixtures this summer. . . . There will be six races, including events for Formula One and Inter-Continental cars, at the B.A.R.C. Easter Monday international meeting which is held at Goodwood, Sussex.

The Mercedes-Benz 220 SE four-seater coupé has a 6-cylinder fuel injection engine

The D.K.W.-Junior four-seater saloon with front wheel drive

Switzerland



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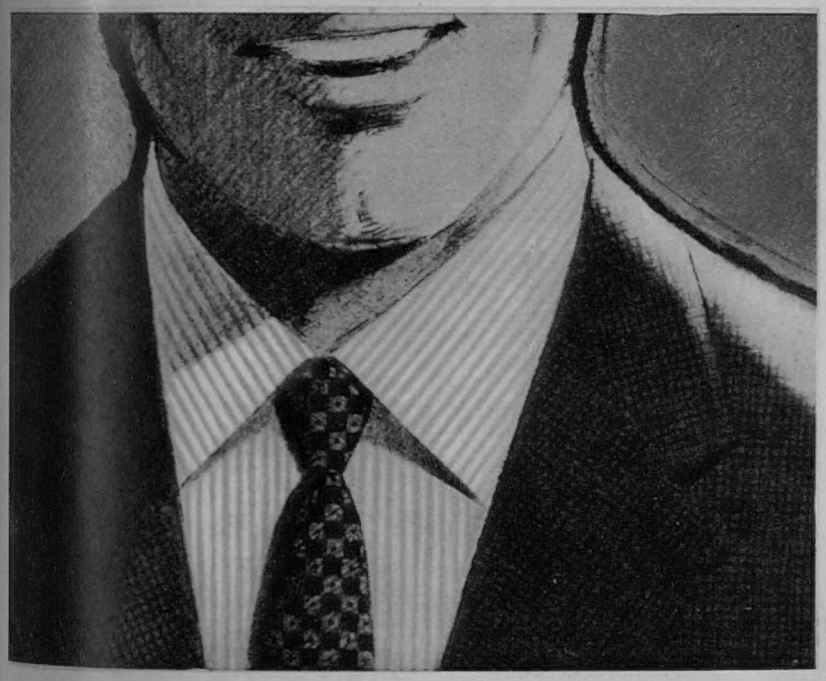

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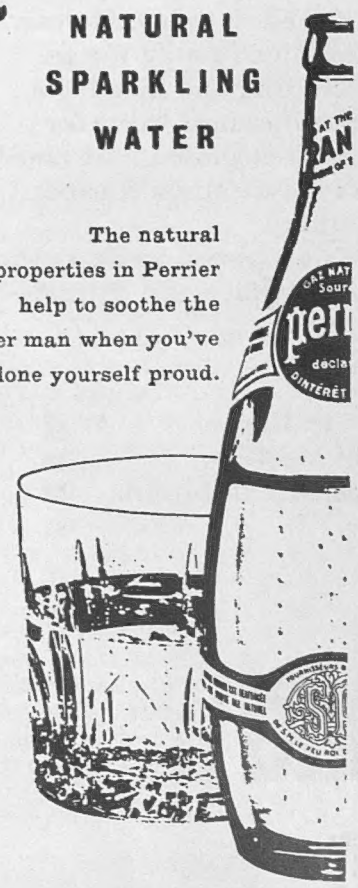

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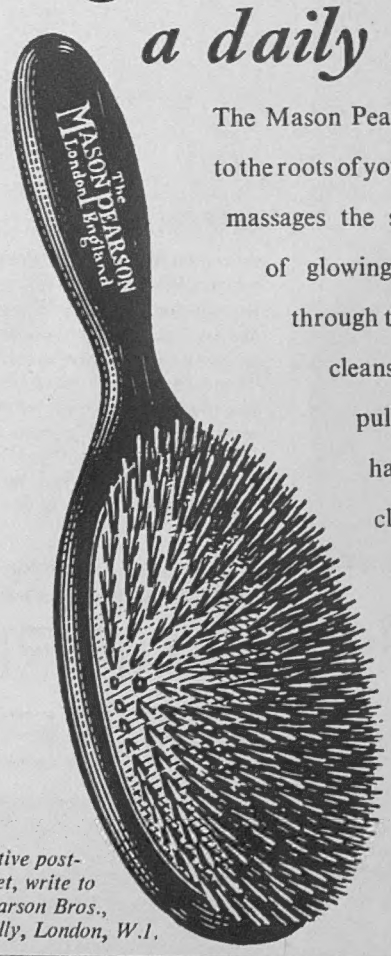

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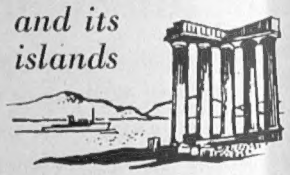

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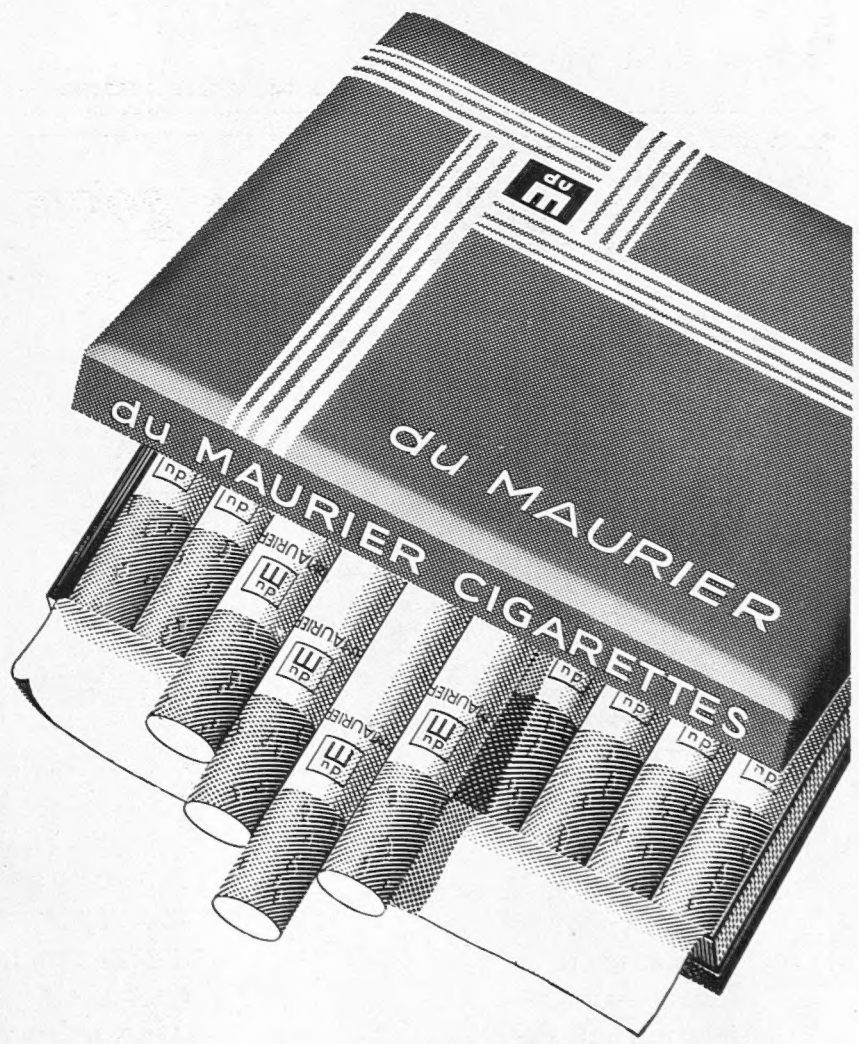

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"OLDBRICK, fair Suckler of my Youth . . ." Who said this, of Schweppshire's University town? Oldbrick lies at the heart of what is now a thriving industrial centre, and if there are few angles from which a general impression can be gained, a good telescopic photograph such as this is perfectly possible from the radar station on Bore's Hill. Notice that Oldbrick has its traffic problem, especially where Corny and Squeeze debouch onto the High (sometimes affectionately known as the Positively Stinking). But above the old colleges display the charm of the local stone, which weathers so effectively that it does not always actually stand up—the famous façades of 'The Sides' are now permanently supported by scaffolding, though this is of a Gothic type. The problem of the new science block of All Keys (pronounced Caius) College of Explanation (an I.C.Y. Group foundation) has been solved by a building in Extravert Waterpipe, beautifully re-interpreting, in contemporary terms, the gargoyle theme of the deflection of running water.

The camera caught the tower of Old Cyril on a morning in May Week (really June) when, pleasing link, the carols are sung by the last living choristers of an ancestral University, not, now, at dawn, but after elevenses. Famous in Oldbrick literature is its river, never quite wide enough for rowing, but always preserving its bank, traditionally set aside for those who, by a system of tests, are allowed to walk about in rowing clothes.

Written by Stephen Potter; designed by George Him

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH